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March

2007

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COMMENT

BY THE time this issue of DBR hits the shelves the Starcross at Mantova will have already taken place, Valance will be a week away and the biggie that we're all really, really interested in – yup, the Hawkstone International MX – will be just a fortnight down the line. It's fair to say that the close season is now official closed and that the open season is officially open!

The 2007 MX season is going to be fascinating and has been blown wide open by one man – and he's not even going to be racing! Stefan Everts – the 10-time world champ, the most complete GP rider in the history of MX – retired last season and it's pretty fair to say that he's left a vacuum. Kick-ass Kiwi Josh Coppins was the only man to beat Everts last season – despite missing most of the year through injury – so he's starting favourite in many pit pundits' eyes. But is it as open and shut as that?

For so long Stefan has been the playground bully and certainly in 2006 Josh was the only rider to step up and take a swing at him – but was the man from NZ really the second hardest? I reckon the MX1 paddock is full of riders who while maybe not fancying their chances in a scrap with Everts would be more than willing to have a pop at Josh. Like I said, it's going to be fascinating...

The 2007 MX season is also going to be a big, big one for DBR's three superstar MX columnists with the terrible trio all facing a new challenge of one kind or another. After enduring a personal racing hell that over a handful of seasons saw him slip from GP winner and genuine world title contender to one of the guys just making up the numbers, Gordon Crockard made giant strides in re-establishing himself as someone to be feared. Now armed with a PAR Homes Honda and fighting fit the Irishman must fancy his chances of getting back on a world championship podium.

While Gordy's star was rising again in 2006, last season was a nightmare for Stephen Sword. A world class MX2 rider and GP winner, Swordy traded up to a factory Kawasaki 450F and was adapting quickly when he suffered a horror crash in Germany that wrecked his right ankle and foot. Still not back in the saddle, the Scot will be looking to re-establish himself in '07 as Britain's fastest MX2 pilot but he knows it ain't going to be easy.

Finally we've got the reformed enfant terrible of British MX, Mr William MacKenzie. Billy's moved back up to the MX1 class and has inherited the Kawasaki factory thumper vacated by long-time rival Swordy. Winner of the Japanese MX2 GP for the past two seasons, how Billy will gel with the green 450F remains to be seen (a broken collarbone certainly hasn't helped his pre-season prep) but in a division where the #1 plate is up for grabs he could scare some of the more established riders to death...

Now whether or not we get to see Gordy, Swordy and Billy Mac in action in a home GP is another matter. Up until recently, with all sorts of controversy surrounding the '06 venue at Matterley Basin, I would say the chances weren't all that good. However, the news that the British GP has now moved to Donington Park (as I hinted at a couple of months ago) on August 26 has got to be a cause for optimism! A British GP at an established venue with great road links that's used to catering for huge crowds – what's there not to be optimistic about? Fingers crossed they don't screw up the track...

Sean

PS The recent cold snap has taught me two valuable lessons – MX gloves don't keep your fingers warm and Deep Heat doesn't keep your toes toasty!

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STORMING THE CASTLE!

Dublin date for Red Bull X-Fighters

THE FMX fest that is the Red Bull X-Fighters returns for '07 with a global four-stop tour that sees aerial dirt bike shenanigans going off in the skies above Mexico City, Dublin, Madrid and Moscow. Starting in Mexico City on March 23 the tour then moves to Dublin on May 26, Moscow on June 30 with the action coming to a close in its spiritual home of Madrid on July 27.

The Dublin event at Slane Castle is not only Ireland's first ever freestyle motocross contest it's also the first time the Red Bull-backed series has left its traditional ring-shaped arenas behind. While the final entry list for the Dublin

event is yet to be confirmed it's hoped most of the X-Fighters regulars including Rebaud, Renner, Adams, Sato and De Wit will be in attendance.

One man who has confirmed he's up to the challenge and is guaranteed to be throwing out his full arsenal of tricks in Slane is Travis Pastrana! Pastrana will be shooting for his third X-Fighters gold medal and only a fool would bet against him taking the win in Dublin.

For more information on the 2007 Red Bull X-Fighters world tour log on to www.redbullxfighters.com

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**Cover: New Yamaha
signing Carl Nunn's
got British MX2 crown
#3 in his sights!
(Sutty)**

**Contents main image:
James Stewart's the
man on form in the
AMA SX championship
(Hoppenworld.com)**

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ON THE
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WIN! WIN! WIN!

On The Pipe 3 DVDs

ON THE PIPE 3: Another Hit is the latest installment of motocross film goodness from Powerband Films, the producers who also brought you On The Pipe and On The Pipe 2! And if you enjoyed the first two full-throttle fests as much as we did then you're sure to love the third edition as it's by far the best yet.

And because we're so stoked on it and On The Pipe 3's European distributors X-treme video (www.x-tremevideo.com) are so generous, we've hooked up to offer you the chance of getting your hands on a copy for free – that's a potential saving of £19.95 plus P+P!

All you have to do to win a copy of On The Pipe 3 to treasure forever is go online to www.dirtbikerider.com – where you'll also find a full review of On The Pipe 3 – answer the question and then fill in the online entry form. But don't worry if you're a technophobe or simply not hooked up to the world wide web because you can still enter the good old fashioned way.

The question we want you to answer – either online or written on the back of a postcard or sealed down envelope – is this. Which of the following famous riders is not featured in On The Pipe 3?

- Is it:
A) Robbie Knivel
D) James Stewart
B) Neville Bradshaw
E) Ryan Villopoto
C) Ricky Carmichael
F) David Knight

When you think you know the answer either head to www.dirtbikerider.com and enter online or send it to us along with your name, address and a daytime telephone number to On The Pipe 3 comp, DBR Magazine, 12 Victoria Street, Morecambe, Lancashire, LA4 4AG.

The first three correct entries chosen carefully by Carlos the brother of our regular prize-winner-pick Pedro after the closing date of March 15 will win a DVD to own forever.



ON THE PIPE 3

ANOTHER HIT



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GORDON CROCKARD

LIVING ON THE EDGE!

GORDY'S LETTING IT ALL HANG OUT IN TRAINING BUT AFTER A STORMING SHOW IN DORTMUND IT SEEMS TO BE PAYING OFF...

WORDS BY GORDON CROCKARD PHOTO BY ALEX HODGKINSON

YO! YO! Yo! Crock talk time again! Nothing major happening lately really bar the usual training and practice duties. Loads of cross-country mountain biking mainly which has been pretty cool this year as I've discovered new routes and trails and hooked up with some different people to join the training.

Ben Reid is a full-time downhill mountain bike pro and I've joined up with him on a regular basis. He's helped me rediscover my youth and the jumps, berms, ramps and drop-offs etc that we've been finding on some of the trails are certainly a quick way of getting the blood and adrenaline pumping. I did a lot of dirt jumping on a BMX when I was a teenager and here I am now finding myself getting just as excited doing doubles and combos on my MTB. The downhill runs are so fast – certainly not for the lazy brain brigade – and it's quite similar to MX with the skills used. No big crashes yet but I can't help but feel there are some not too far away. On the edge...but not over it. Yet!

The trip I made to the Dortmund SX in Germany was cool and I made some money and had a lot of fun on the bike. The track was tough and three nights was very physical – I wore a heart rate monitor in one of the races and my average reading was 175 BPM and my maximum reading 186. Anyone who knows anything about heart rates will know that's pretty intense exertion. I rode for a German team who supplied me with a CRF450. It ran great and the guys and I really enjoyed working together so hopefully I'll ride for them again next winter.

The overall winner at the end of three nights won a Toyota car and after two nights I was sitting in second place in the standings, just seven points off the leader. I could see myself driving back to Belfast after the last race but Sunday morning quickly dissolved that vision as I landed in a braking bump I didn't know was there and crashed out of the practice session. From then on I continued to have problems with a crash in my semi and then I stalled in my LCQ so I failed to make it to the Main Event and lost my chance to win the car. Would have been a long drive anyway! Josh Demuth won it and was pretty good as his two US arenacross championship titles prove – he can obviously ride a bike on tight indoor circuits.

I don't know if any of you have ever seen a photo of Josh but he reminds me of someone who's fallen asleep at a house party and for a laugh has been drawn all over with permanent markers during his drunken sleep. He's tattooed to death – ink from head to toe. Nice bloke though it seems so don't judge him on what I've just said – wouldn't want him to draw all over me next year by way of retaliation.

By the time you read this the Italian warm-up race at Mantova will have been run and the results will show who's hot

and who's not. Obviously, Josh Coppins is the favourite to win the MX1 title in 2007. I'm not racing Mantova so I can't be included in any pre-season gossip, nor am I racing Valance in France at the end of February. Instead, I'll start my season at Hawkstone Park in the welcoming sand and I'm sure glorious sunshine of March. Well, you can count on the sand but I'm not so sure of the sunshine! I'm looking forward to getting stuck into some hot-shot, big-wig names anyway – even if it's snowing like two years ago. There's no British championship round at Hawkstone in 2007 so this is my only chance to race there this year. I like the track and it's perfect training and practice for my championship races that start the following weekend at Canada Heights.

So far this month the weather's been super and riding at home has been successful. As I get closer to the racing I'll ride more and more to sharpen my timing and bike stamina. My training methods alter too as my body progresses to an advanced level of fitness but I'm not going to go into any more detail as it's classified information and if I told you, well, I'm afraid I'd have to kill you!

I've spent enough time on my PAR Homes Honda CRF450 now to learn that I like the overall package of all the after-market and modified equipment fitted to the machine so going riding is pleasing and I don't need much encouragement to get out there.

Sorry for being a bit dull but I've been a robotic training machine this month so not much craic to report!

Catch ya all at Hawkstone!

Gordy with team-mate Ashley Greedy



NICE ONE CYRIL!

Despres takes Dakar glory

GOING INTO the final stages of the 2007 Dakar Rally, defending champ Marc Coma held a healthy lead – but the Spaniard wasn't bigging up his chances of the win, choosing to go with the 'anything can happen in the Dakar' line...

And if anyone should know to be cautious with their predictions it's Coma. Second to '05 winner Cyril Despres last year as the race came to a close, Coma inherited the lead when the Frenchman crashed and broke his collarbone.

But the fickle finger of fate redressed the balance this year when with two days to go Coma got lost and then went down hard, booking himself a brief stay in hospital and handing the overall

victory to – wait for it – Despres!

"I am really happy with the victory," says the 32-year-old. "I approached it day by day and tried not to look forward too far. I have never doubted that I could win the Dakar again. I know my skills and I had faith in myself, my team and my bike."

Leading Brit Mick Extance's dream of a top 20 finish went tits-up thanks to an engine failure just 60km from the end of stage six. Mick, who was forced to spend a night under the stars in Mauritania, has pledged to return in 2008. "The Dakar is my passion, my life and I will be back!"

For full Dakar results go to

www.dirtbikerider.co.uk



© J van Oers

Cyril Despres wins the Dakar after leader Marc Coma crashes out

EVENING ALL!

Rhayader entries open

ENTRIES ARE now open for Rhayader MC's hugely popular series of Wednesday evening races.

Sponsored by PAR Homes and Bache's Bargains, a whopping prize fund of £2500 per evening attracts some of the country's top riders with big names including defending champ Mark Jones, GP winner Gordon Crockard and rising star Ashley Greedy all expected to turn out.

The three-round series takes place at Cwmtythig Hill just outside the village of Rhayader in mid-Wales on May 30, June 13 and July 4. It's adults-only and classes cater for all abilities but with entries limited to just 30 per group they fill up fast.

For an entry form send a SAE to Miss Anna Humphreys, 9 Sunnyfields, Mill Street, Rhayader, Powys LD6 5BP or check out the club's website at www.rdmcc.co.uk

DIRT BIKE DATE

THIS YEAR'S Dirt Bike Show – the biggest off-road specific exhibition in the UK – has switched from its traditional mid-November date to early December to avoid a clash with the rescheduled NEC Motorcycle Show.

"After the NEC Show moved onto our dates we took an all-round sounding from the trade and from our regular exhibitors and everyone we spoke to was very positive about moving to a December date," explains Promoto's Dave Watson.

"It obviously suits the exhibitors who will also be attending the NEC show but even the hardcore off-roaders who won't be trading at the NEC thought that a move nearer to Christmas would prove beneficial so we have done the deal."

So there you have it – the 2007 Dirt Bike Show will run at Stoneleigh Park, near Coventry, from December 6-9.

German mini-bike maiden



MINI HEROINES!

WHILE THE UK's female racers are forced to take a back seat to the boys, the Germans have long since recognised the benefits of promoting ladies as much more than window dressing to kiss the winners come trophy time.

Last month some fast females lined up in Dortmund on mini-bikes as the interval attraction before the Main Event. Unfortunately, '05 Ladies World Cup winner Steffy Laier – who actually contested the main 125 programme a couple of years back – had to miss out because of a booking in SA but the rest of the national top 10 were on hand. Larissa Papenmeier dominated but the race was more about good PR than results.

STEPHEN SWORD

DOUBLE ACT!

WHEN YOU'RE TRYING TO RECOVER FROM A SERIOUS INJURY THE LAST THING YOU NEED ARE MORECAMBE AND BLEEDIN' WISE ROCKING UP ON YOUR DOORSTEP...

WORDS BY STEPHEN SWORD PHOTO BY SUTTY

IT'S GETTING harder and harder each month to write different things in my column and try to keep it interesting for you readers as I'm pretty much doing the same thing day-in, day-out.

Saying that, I did have a visit last week from some uninvited guests who ripped into me and gave me so much stick about my column being boring – they both 'work' for DBR and go by the names of Suttty and Walker. Suttty is the Deputy Dawg or Dawg in a Bawg in the January '07 issue and there are some cool pictures of him – his style reminds me of a young Kurt Nicoll. As for Walker, well, he was his usual self, demanding tea and biscuits as soon as he walked in the door.

I put some AMA supercross on which I recorded the night before while we sat down and had a cuppa. Suttty got all excited watching Bubba and RC and started to dribble – I had to turn it off in the end as he was getting waaaay too hyper! By this point Walker had done a whole packet of Rich Tea...

Anyway, the point of the visit (apart from watching SX and eating biscuits) was to get some more pics of me – I've been out of racing for nine months now so they need some up-to-date stuff rather than the old shots they've had to use. Believe it or not it was actually good to see them – hope this month's column ain't too boring for you fellas... And do come again – so I can rip into you even more next time!

On a more serious note now, everything is coming together well with my training and I'm getting my leg much stronger every week. The training I'm doing with DT is helping a lot – the main focus is on getting really good strength and stability in my ankle and leg while getting good endurance and cardio work done. I know what I have to do and where I want to get to so there's only one way – keep my head down and work very hard.

Hot Tub popped in on his way back from Belgium to drop off my practice bike and some spares. It feels great to get my new bike and kit through – something I've really missed.

Although it's only February I feel very comfortable with the team but it has to be said I do know most of them and most of them know me. My mechanic Serge is a good guy and although we haven't met up this year yet we've kept in touch over the phone. He's motivated to get good results this year and seems very hard-working which I like.

We've been packing and cleaning up the house in any spare time we get ready to move out in a couple of weeks. Luckily we don't have much clutter so it's not been too bad but because I'm renting it out there are a few things need doing. Most of my stuff is MX related – loads of old riding kit, helmets, trophies etc. We're only moving half-a-mile away but it's bigger with more space for everything. I plan to base myself there until I finish motocross – it's great for airports, the Chunnel is only an hour away and Jodie has to travel into a London a lot of the time so it's very handy for her as well. I've met some good people here and my friend Tim only lives around the corner.

Tim and I cycle together in the week – I've always been more of a runner but because of my

ankle I have to do a lot more cycling now and it's much more enjoyable when I've got company. Mountain biking is another part of my training and, just like with MX, you have to be alert, think about where you're going and have confidence in yourself. It also gives your upper body more of a work-out.

Everything I'm doing and focusing on is to make sure I come back strong – if not stronger than before. I know it's easy to say sat here writing this and I know there are people out there who think I will struggle this year but that has never once entered my head. I never doubt myself and the people around me think the same. Of course, there's a lot of very hard work to be done but I've been there before so I know what it takes. There's no other way apart from hard work and self-belief – it's that simple!

Well, that's about it for another column. I look forward to writing next month with some exciting developments. Until then, take care and I'll see you at the races...

Handwritten signature: Suttty #4





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Orange Zest!

Jaws hit the ground at the MX des Nations when 10-time world champ Stefan Everts announced he'd spend his retirement working for KTM instead of Yamaha. And now, five months later, here's proof positive that the Belgian legend's living it up on the Austrian orange juicers

Plons/ktmimages.com



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BLARNEY

WORDS BY STEVE MILLS PHOTO BY ALEX HOJDKINSON

HARE BRAINED!

THE SEASON OPENER'S LOOMING LARGE OVER IN IRELAND WHERE THE LOCAL HOTSHOTS ARE PRACTISING LIKE THEIR LIVES DEPEND ON IT...

HOT DOG, doesn't time just fly! Seems to me that every second email I get is the infamous 'column time' from Mr DBR (it is, you're obviously not very popular – SL).

Judging by the speed of you guys on the practice tracks there is going to be plenty of good racing throughout '07 – but, hey, remember why it is called practice? So cool it out there – it's going to be one long season anyway and even longer if you only get to watch your mates race as you managed to crash your brains out before the game even gets started.

Getting with the programme 'protect your right to ride', the Rabbit Hill practice club have taken steps to protect their venue for the future. Glenhead Engineering have supplied the club with dB DAWG noise reduction units and from early reports this has certainly helped keep the local residents at bay. Good to see a pro-active response to an extremely concerning issue – well done guys.

The British championships will receive much Irish interest this year – oh yes, we want to witness GC claiming the crown for the fourth time. The rejuvenated Crock Star is shining brightly and his latest performances in both Belfast and German SX events have given cause for much optimism for the hordes of GC fans. The flame is burning brightly in the PAR Honda rider's belly – a hunger not seen in quite some time has returned. Bring it home Gordy!

Wayne Garrett is training flat-out and is looking forward to strutting

his stuff at round one of the British MX2 series, as is Pioneer Yamaha-mounted Robert Hamilton. The Hamster is settling in well and is putting in many hours in the gym while learning some tricks of the trade from GP mechanic Mike Foster.

The Irish contingent in the Brit MX2 series reads like this – Hammy, Garrett, Barty Marr and Ross Brown with wildcard rides from Darren Leonard, Stuart Edmondson and possibly AJ Plumbing-backed Jason Garrett at the Desertmartin round. And there was me just about to cancel my Sky Sport subscription!

The Mad March Hare MotoX will mark the official start of the 2007 season come March 3 – Ballykelly will once again host this traditionally well-supported event. With the expected rush of entrants, especially Grade C riders, it would be advisable to get your entry in as soon as possible to avoid disappointment. As usual the hype will reach boiling point, which translates into over-enthusiastic riders racing like it's the championship decider. But to win the March Hare can work for or against you – if you blitz your competition they can either be psyched out or know they have to work that much harder.

GH Racing – the Irish importer for all things American – have offered product support to Irish Semi-Expert champ Phil Harris and aspiring contender for MX1 glory Richard Bird who again will run under the RS Freight banner. GH youth riders Adam Clifford and Alex Hoy will also endorse Moggstar, Tamer and Pro-Wheel Racing.

GORDY – RIGHT BACK ON IT SO HE IS...

Stevie





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JONTY'S BOX

WORDS AND PHOTO BY JONTY EDMUNDS

EN VOGUE

IT WAS RIDERS FROM FINLAND THAT EVERY WEC TEAM HAD TO HAVE JUST A FEW SEASONS AGO...NOW IT'S FORMER MOTOCROSS RACERS EVERYONE'S AFTER

THIS SEASON'S must-have WEC accessory is...a motocross rider! Following UFO Corse Yamaha rider Johnny Aubert's highly impressive debut season in the World Enduro Championship last year, MX riders are in demand like never before in the world's most prestigious enduro series. With a larger than usual influx of MX-men into this season's championship, several teams have thrown caution to the wind and opted not to sign proven enduro performers in the hope of trying to unearth the next Aubert.

Motocross riders entering into the WEC are nothing new. Traditionally, the world's best enduro riders have always come from either trials or motocross. Stefan Merriman, Juha Salminen, Paul Edmondson, Cyril Despres and David Knight all learned the art of balance and the importance of the throttle control before learning how to go fast, while Samuli Aro, Gio Sala, Ivan Cervantes, Kari Tiainen and Aubert honed their skills in the competitive world of MX before refining their techniques for the WEC. Two motocross riders entering the WEC at the same time can be viewed as little more than coincidence, five teams signing motocross riders with no WEC experience this season is a definite trend.

According to Aubert himself, the reason why team managers are trying something – or, more specifically, someone – new is because they hope to strike it lucky and sign a rider that will take to enduro like the proverbial duck to water and produce results that are worth shouting about, results that an experienced enduro rider might not have been able to achieve. It has its risks but if it works a very bright spotlight is suddenly shone on the team or manufacturer in question.

The underlying reason why motocross riders are wanted at the moment is a simple case of supply and demand – there aren't enough riders to go around. Or at least not enough riders that genuinely have what it takes to win world titles. Demand outstrips supply in a big way. Sure, there are plenty of experienced WEC riders who will consistently produce solid results but riders that can win championships can realistically be counted in a matter of seconds. With a large percentage of the potential title winners KTM employees, the remaining few riders that have what it takes to win are spread increasingly thinly.

With the likes of Fred Bolley, Patrick Caps, Rodrig Thain, Luigi Seguy and less famous Italian motocross riders Fabio Mossini and Luca Cherubini all set to compete in their first full WEC season this year, some riders will inevitably sink while others will remain afloat and swim towards a lasting enduro career. My guess is that more will sink without trace than won't. For some the WEC is their last chance saloon – a place where they can be a 'name' for a little longer before having to hang up their boots as professional racers. For others it is a place they genuinely want to be, happy to embrace the many new challenges that will come their way.

What many team managers have seemingly failed to realise though is that Aubert has a natural aptitude for enduro. While there is no doubting that he is aggressive (too aggressive for his own good at times), his right hand is linked to his brain which means that he can think – as well as muscle – his way around a special test. He is smooth, strong and fast in all conditions – he has what it takes to go the distance and to win. While following Aubert – and Cervantes before him and Aro before him – into the WEC might seem like the right thing to do this season for the likes of Bolley, Caps, Thain and Seguy, they do so at a time when the WEC is at its least motocross friendly.

Not so long ago enduro events were little more than a collection of motocross tests linked together by simple and often featureless trails. Not anymore. Enduros are once again enduros – teak-tough events that challenge man and machine where a little pushing and shoving is required and where before you can finish first, first you have to ensure that you can finish. Enduro tests and extreme tests ultimately now decide the winners and losers and often prove difficult for motocross riders to master.

Whether this season's WEC newcomers have what it takes to do well only time will tell. But one thing is clear – performing well in the European Enduro Championship does little to enhance your chances of getting signed by a WEC team. If you are – or have been – a 'named' motocross rider and are looking for a new challenge it seems that the WEC is the place to be. During '07 at least...

GP MXER TURNED WEC
STAR JOHNNY AUBERT
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GOT SOMETHING TO SAY? WELL HERE'S WHERE YOU SHOULD BE SAYING IT...

Write to Rant at the usual address or email us at rant@dirtbikerider.co.uk

All letters/emails must be accompanied by a full address. Oh and please don't send emails all in capitals. Cheers!

LETTERS WIN PRIZES

Write to Rant, get your letter published and you'll win a one-litre trigger bottle of marvellous bike cleaning fluid Muc-Off. And if we rate your letter highly enough you'll also receive our monthly Etnies star prize – this month it's a pair of white/camo Cinch trainers as worn by Monster Energy Kawasaki superstar Timmy Ferry. So if you wanna be like Timmy get writing to us...and best make it good!



MX MUM!

After a break of several years (the joys of parenting), we're now thinking about venturing back out to the MX practice tracks. I'm aware that during this time the noise limits have changed and I'm unsure whether our bikes meet the current regulations.

We have a 1996 YZ125 and a 1997 YZ80 (I was quite shocked when I realised that the bikes were now 10 years old but not as shocked as when I remembered how old I am). We don't want to annoy anyone or make a long journey to the practice track and not be allowed to ride. Both have standard exhaust/silencer systems – will they meet current noise requirements?

Jayne, via email

The quick answer is no they won't meet the current noise levels even though they'll most likely sound way quieter than the 'legal' four-strokes at your local facility. Your best bet if you wanna save on wasted trips and disappointment is giving DEP Pipes a call on 01622 765353 and asking what they've got in stock to keep you legal. Good luck and welcome back to the sport!



DUMB, DUMBER AND EVEN FRICKIN' DUMB-DUMBERER!

The new Dumb and Dumber film – out soon!
Anon, via postcard

Cheers for the postcard Mr Mystery – you would have won a brand-new pair of Etnies as our Star Letter writer but unfortunately you forgot to add your name and address to the postcard. Who's dumb now ya dumb dumbster (Philip – we hope yourself, Anuska and The Mouse are all doing well)?

CROCK FAN #1

I've just been to the Dortmund Supercross – what an event! It was absolutely fantastic and even the wife loved it.

I'd like to say how good all the riders were during the interval as all of them were out signing programmes and shirts with all their machines on show too. But I was a bit disappointed with the amount of British riders there were – surely there should be more out there in the European supercross scene!

Anyway, keep up the great work on the mag, I just got mine in the post today – it takes ages to get out here in the post.

Glenn, Germany

PS Big up Gordy Crockard. I met him and he signed my shirt, can you tell him well done for getting second – unlucky you didn't win the car mate!

NEW LOOK

I'd just like to say how much I enjoyed reading the January issue of DBR – especially the articles on Josh Coppins and Billy MacKenzie with pictures of their new bikes. Now how about some pics of Tommy Searle and his KTM or Carl Nunn on the Yamaha?

Josh, via email

Well we've got Nunny covered in this issue but Tommy's been hiding out Stateside all winter. As soon as he's back in Blighty we'll track him down and get the pics you and everyone else wants to see. As soon as we've got them we'll share them out both in the mag and online at www.dirtbikerider.com!

TOUGH LOVE!

I'm just writing to let you know how much I enjoyed watching the Tough One this year even though it rained for most of the day. I've really got to hand it to Steve Ireland – he knows what makes an event great and he works hard on it until the job's done!

One of my favourite parts of the day was the Speed Trials race. That's the first time I've ever found watching trials bikes fun and it was amazing how much better the bikes went over the obstacles than the enduro bikes. It would be great to watch a good trials rider on a trials bike take on the riders in the main event – someone like Speed Trials winner speedy Steve Colley! Anyway, well done Steve and the WOR crew. See you there next year!

Lee, via email

Well said Lee old bean – the Tough One is a great event and it's a must attend race for the DBR crew. See you in Oswestry next year!

RANT

BLOWN OUT?

I've got a KTM125 and last week I was washing my bike down when I found a dent in my front pipe. I remember a while ago I saw an exhaust underenter and I was wondering if you knew where I could get one from or who I should maybe contact?

Sam, Yorkshire

A good place to try for specialist tools like the exhaust dent blow out kit you're after is Off Road Only – check them out online at www.oro2u.com or call 01597 822666 to order one now!

CROCK FAN #2!

I've been reading the mag for two-and-a-half years now and I'm a massive Crockard fan but I don't have any decent posters of him – any chance you could make one of him? Perhaps one of him on the Eastwood's Honda – that would look amazing.

Oh and for any of you Crockard fans who have Bebo join my Crockard band at www.ptracey503.bebo.com – it's my number one band, after all Crockard is number one! DBR is amazing – keep up the good work!

Perri, Ireland

HIRE ME!

I just thought I'd get in touch to see if you'd be interested in me doing any modelling or live promotion work for DBR. I've been modelling for a few years now and I really like bikes and stuff.

Rachel, via email.

Rachel, we get a million and one emails from models asking if we wanna feature them in DBR. At the moment we're committed to using Tiffany Leigh who's not only a top model but also a bona fide racer. But if Tiff were unavailable it's feasible we would start looking elsewhere but without seeing your modelling portfolio we're unable to give you an answer. Send your 'folio to the usual address and we'll go from there...

WHERE TO?

I think your mag is awesome so I got a subscription. For Christmas I got a CRF100F – do you know any tracks around the Oxfordshire area to go to? Keep up the good work with the mag!

Peter, Oxfordshire

Check out the cunningly named Track Guide at www.dirtbikerider.com for all the practice tracks in your area.

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Supplier: Mini Bees

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ethnies ROSCOE



ROSCOE SHOE

With all the top Yank racers already hooked up with shoe deals Ethnies had to look elsewhere to find a suitable rider to create a signature shoe for. And it turns out they found their boy – that's West Country boy – right here in the UK. Former DBR tester and Remedies Bar #6, Ross Sturme is the man Ethnies picked and these Roscoe shoes are their creation dedicated to the fast-starting, hard-passing, long-haired lethario who's otherwise known as the 'pest from the south west'. Unlike the Roscoe we all know and love, the Ethnies Roscoe is the great-looking, super-stylish and high-performing fashionable item you see before you. Long live the Ethnies Roscoe which is actually the BMX specific Taj Mihelich signature shoe and nothing to do with the Sturminator – but it was a nice fantasy while it lasted!

Price: £60

Supplier: afour.co.uk

08707 503100



M-Bo RACING

TRIPLE CLAMPS

Need trick clamps for your 85cc why-zee? Check out these awesome, anodised, billet aluminium bad-boys that have been beautifully sculpted to Embo's own personal satisfaction. And if Embo's 'appy with 'em then they must be good cos the sarf-eastern sweary bloke is one tough geeze to please – good work engineering fellas!

Price: £275

Supplier: m-bo.com

0208 763 6267



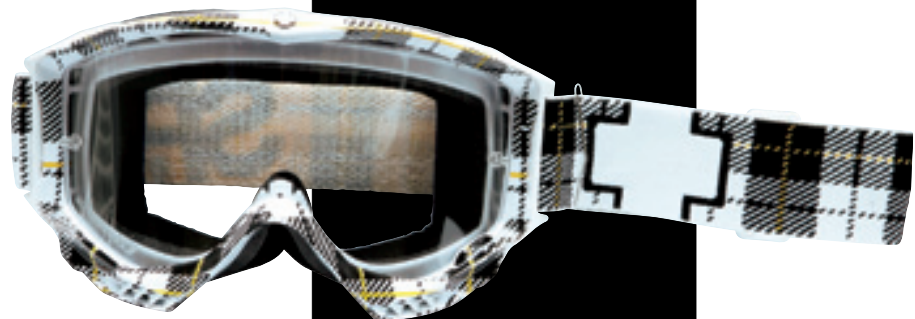
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In the X-Men comic books Magneto was a bad mutant who could bend metallic objects by using brain waves – think of him as a less sinister version of Uri Geller. Spy's Magneto goggles won't help you bend metal – although they will deflect dirt, dust and debris and leave you feeling like a superhero.

Coming in a range of kick-ass colours these magnificently manufactured and well ventilated goggles are used by top racers including Jeremy McGrath, Kevin Windham and British MX2 champ Carl Nunn.

Price: £53

Supplier: spyoptic.com

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EAT NATURAL HEALTHY SNACKS

Randomly receiving stuff in the post is great. Randomly receiving edible goodness in the post is even better which is why the whole happy workforce here at DBR Towers were putting together this issue feeling super-stoked while chomping down on beloved pear, pecan and ginger bars from our favourite snack provider – Eat Natural. And as well as being made free from any artificial badness, they're also suitable for vegetarians and those on a gluten-free diet (that's you that is Billy Mac). And as an added bonus, sorry bonus, Pecan nuts which make up 10 per cent of each and every pear, pecan and ginger bar and are full of zincy-goodness are known to liven up your libido. That's right, zinc in your nuts puts lead in your pencil. Price: who cares when they taste so good?

Supplier: eatnatural.co.uk

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Important Notice: We have had no alternative but to relocate our business due to our ongoing security issues. Because of the location of the new property and the existing KTM dealers in the area, KTM have chosen not to support us. We wish KTM well and thank them for their support to date.

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THREE N' EASY?

Armed with a new bike and a new team, Carl Nunn goes into the '07 season looking to complete a hat-trick of British MX2 titles and make his mark on the world stage...

Words by Geoff Walker Photos by Suttty



profile

*For '07 Nunny's back with
Yamaha and right at home*

RING RING

GW: "Hey, Sutt, I can't think of an intro to my Carl Nunn feature."
Sutt: "Why not do the old 'ring ring' thing you pull out every time you can't think of an intro?"
GW: "Good idea!"
Click

RING RING

GW: "Hey Carlos, we're coming to spend the day with you tomorrow."
Nunny: "Eh?"
GW: "I arranged it with you last week..."
Nunny: "Oh?"
GW: [uncomfortable silence]
Nunny: "Yeah I'll see you guys tomorrow – I'll sort my bike and kit if I can be bothered!"
Click

ON A race track Carl Nunn is balanced, controlled and blazingly fast. Off a race track he's an all-round lunatic and a complete clown – and that's one of his better traits – so hooking up with him for an interview isn't always all that easy.

And when you finally do manage to tie him down to a date, spending a day in Carl's company sometimes requires warm-up exercises as injury to your ribs and internal organs may arise through fits of laughter if he's in a Mickey-taking mood.

Myself and Sutt were assigned to go get some sense out of the back-to-back British MX2 champ but, as I explained to him on the way down, this may not be easy – especially if the previous day's conversation was anything to go by.

Dawg wondered what I meant but within a couple of minutes of arriving at Carl's home he was turning purple and crying with laughter (I was actually choking on a pink wafer biscuit – Sutt). Carl was on one and the man is at his finest when he's like this. He's a normal fella with a wicked sense of humour – not many people get to see Carl like this but, then again, when most of us get to see him he's at the races and that's work.

This media stuff and the racing is all part of his job but Carl knows just how lucky he is to be doing something he loves for a living which in turn makes his life happy with the people he loves. And that's his family.

I've known Carl since he was 11 years old – he's now 27. The man has been through some tough times and has never stopped working hard. Apart from having to watch

RING RING

GW: "Sutt get yourself down here!"
Sutt: "Why what's up?"
GW: "Nunny's finally confirmed and we're on for tomorrow – get me at eight in the morning"
Sutt: "That guy's a menace..."
Click

RING RING

Sutt: "Sean, I'm not gonna be in the office for a couple of days..."
SL: "Tell Walker no more 'ring ring' intros or he's out on his fat Oirish arse..."
Click

Saved by the Bell every single day he gets on with life with a fine attitude – never be too serious until race time. This wouldn't work for all riders but Carl has found a formula that works for him and he's sticking with it.

But something has changed in Carl. His level of control and maturity rose to a whole new level at the final round of the '06 British championships at Hawkstone Park. It was obvious to anyone who watched that day that there was only going to be one winner – a new-found level of strength and focus spelt trouble for Tommy Searle.

Many of us would like to see this kind of focus week-in, week-out in GPs too so – now armed with a factory Yamaha and riding for the Bike-it Dixon team – could 2007 be the year? Can Carl come up with the goods on the Yamaha after failing to do so on what many claim to be the best bike in GPs last year? He's not shy with his response.

"I'm gonna give it my all on whatever I ride. My KTM was awesome and I've already been testing with Rinaldi in Italy on the Yamaha. The '07 bike is a weapon and I'm not a fool – I wouldn't be riding it if I didn't think I could win on it.

"I know Steve, Mikey and the team will work their nuts off for me to give me a chance at the world title as well as my third British crown. The team know what it's all about and I want to win races. Yamaha, Kawasaki and KTM all won races last year in MX2. Yamaha and Kawasaki have taken the last two MX2 world championships so I think my switch is perfect – my conditioning is perfect and I want to get on with it."

So he's confident he's got the right bike for the job but is he fit enough?

"My granddad 'JN' has come up with a programme for me, I start it a week before the first GP and I think it involves going fishing or something. I believe the actual benefit comes from digging up the worms and reacting to the

float. I spoke to Trev the Round – who's a minibike legend – and he's up for giving it a go with me as training partner for when things get real tough!

"Seriously, I'm pumped with my training for this year. I'm on a programme that's based out of the Olympic Institute in London. I'm pretty lucky to be involved with this set-up, it's absolutely superb and my fitness is improving way beyond both mine and their expectations.

"It's good to know that this kind of place is behind you and I would like to thank everyone involved with that side of my preparation for their efforts. The fitness tests are mega and instead of dreading their outcome I now look forward to seeing the improvement and knowing the next steps I can take. I believe I'm in the best shape of my career so far and that gets me pumped."

GW: "So you're happy with your bike and team, you're happy with your fitness and you're happy in life?"

CN: "Yeah, I'm a pretty happy Nunny at the moment."

GW: "Nice."

Sutt: "What would spoil it?"

CN: "I guess if I started riding ***t..."

Sutt: "That won't happen will it?"

CN: "Nah, if I start ridin' **** JN said he will take over and start to kick ass!"

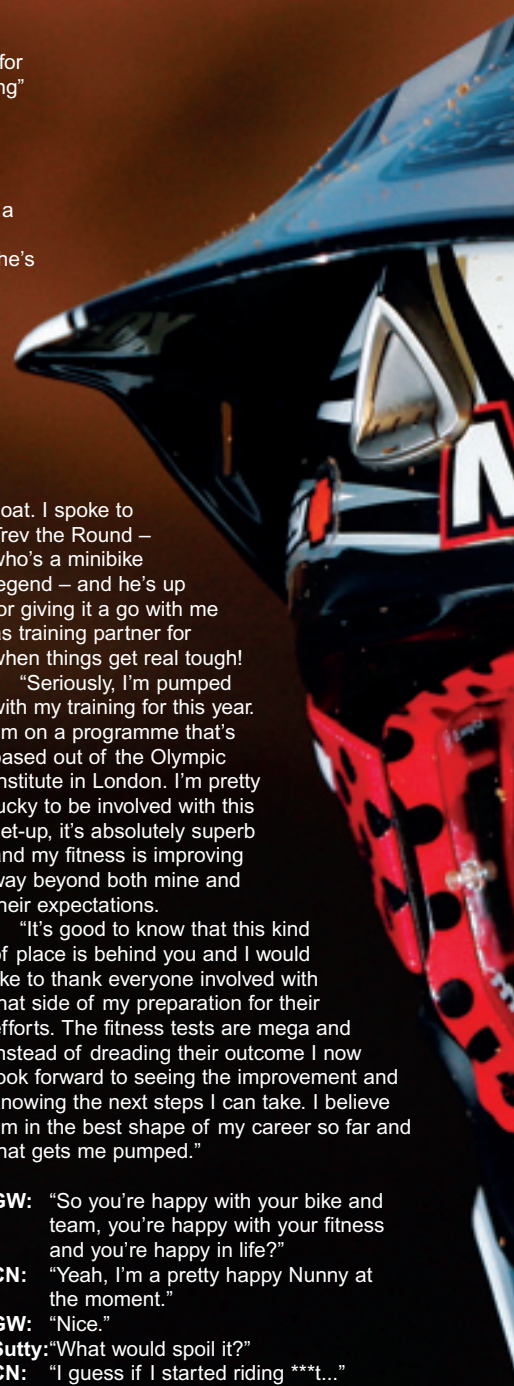
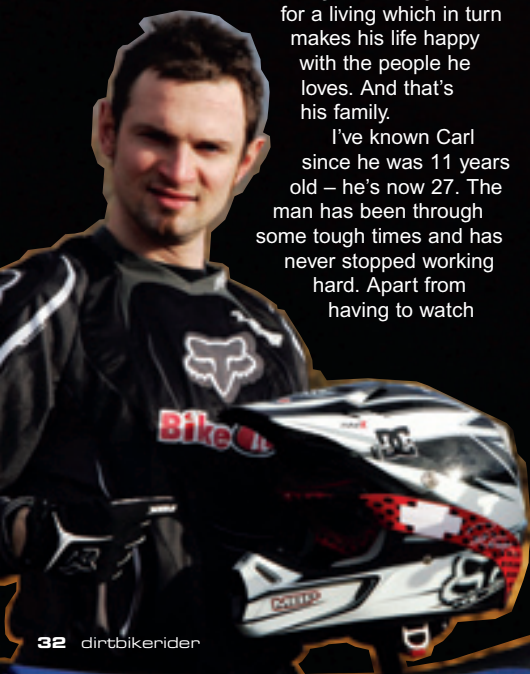
GW: "I'm gonna go and interview JN!"

CN: "Yeah, gooh it ba..."

GW: "I never understood that one."

CN: "It's East Anglian for 'go for it' you pipe.

Can we go riding now?" ►







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The good and bad...

Carl likes...

- "To race"
- "To win"
- "Being with my family"
- "Riding new tracks"
- "Listening to music"
- "Watching horror movies"
- "Mud races"
- "RC cars and minibiking with friends"
- "Designing"
- "Having a good time"

Carl doesn't like...

- "Watching when I should be racing"
- "Being ill"
- "Travelling"
- "People talking about stuff they don't know about"
- "Not getting enough sleep"
- "Spiders" (not even orange ones? - Suttty)
- "Rain when I need to race or practice"
- "Confrontation"
- "Stupid mistakes"
- "Arm pump"

My sides were hurting and Suttty wanted pics so off we went. It's always exciting to see pros on their new machinery and it's no different with Carl. He's ridden with Yamaha before and took his first GP win with them in France back in '01. He looked fast and comfortable as the shoot got under way.

Suttty got into his groove and Carl worked the Yam hard for the lens of the Dawg. Pros at work...well one anyway! "Just one more," cried Dawg several times. "Asshole," cried Nunny several times.

With the riding done we headed back to Carl's for coffee and a look into another one of his passions – radio control car racing. This is another subject the man knows his stuff on and his self-promoted 'Jack Daniel's Nationals' have already started for '07 with Carl leading the championship.

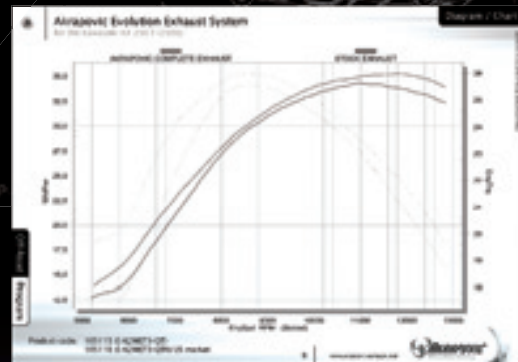
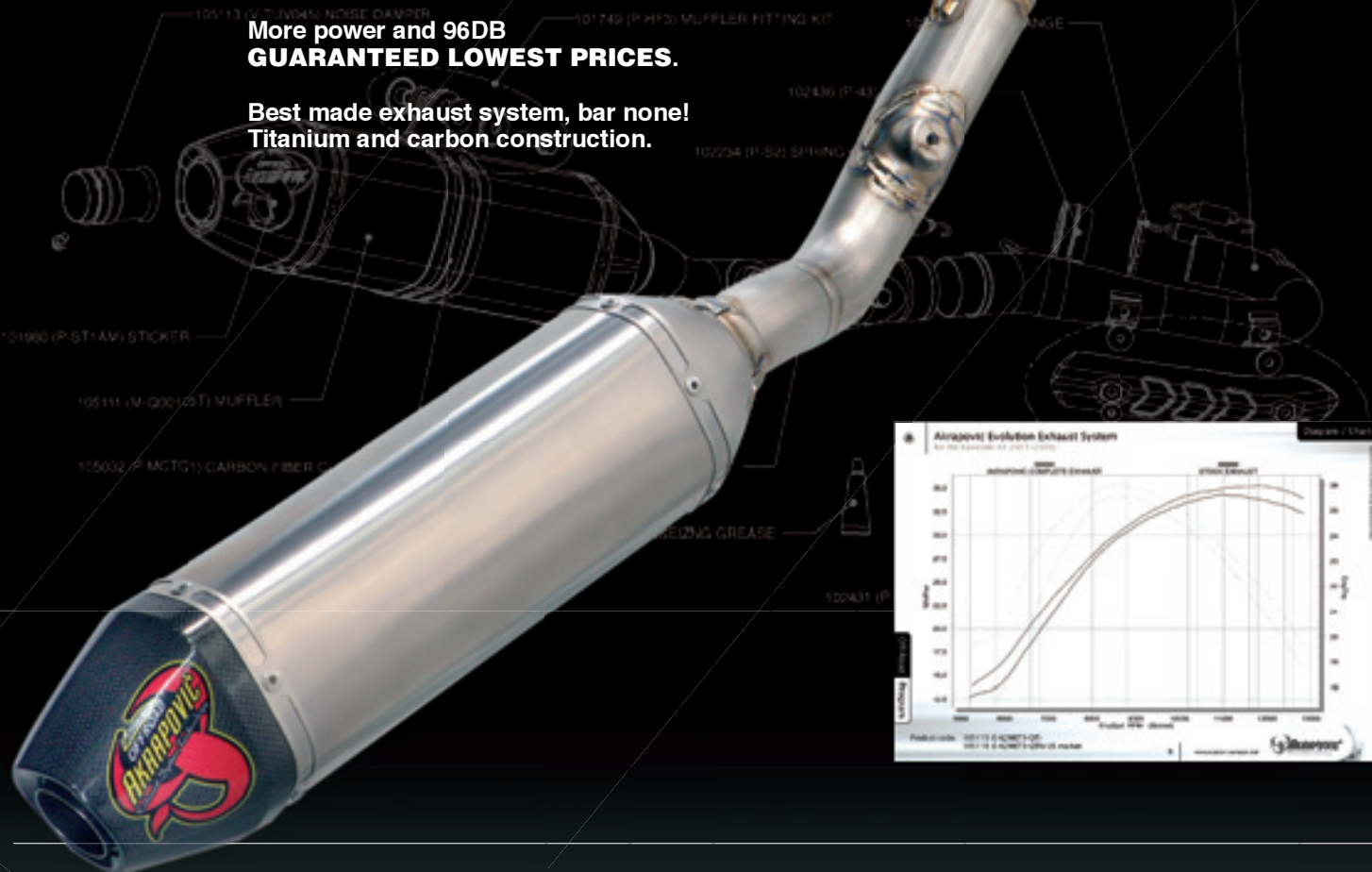


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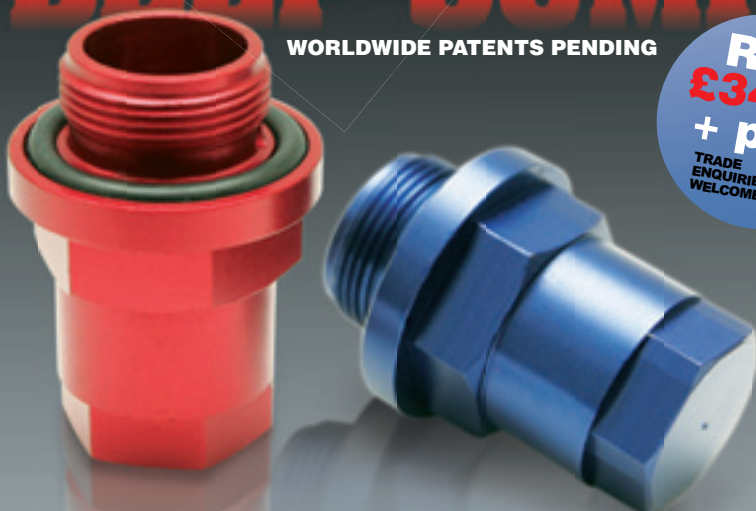
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He's always up for a laugh away from the track but Carl's deadly serious when it comes to racing...



The track for the JD Nats is in his garden and preparation of the cars and the circuit is given 100 per cent effort. The focus and prep Carl puts into this hobby is undertaken with a competitive but fun blend of attitude which mirrors his work ethic as a pro racer in the high pressure world of MXGP – get the job done right but have fun doing it!

And that's about it. He's the double British champion who's got a new team, a new bike, a new level of confidence and the same sense of humour.

Got any last words for DBR readers Carl?
"Yeah...let's get it on!"



MOTOCROSS

The #715 machine of 'piloto Francia Antoine Sûton' gets a great drop in the opening moto



PRO JOB!

Tenerife-based moto-tourist operators Motocross 365 turn Suttty into a pro for the day – he books...rides...and limps away

Words by Suttty Photos by Suttty/motocross365.com

ANY PRO racer will tell you that the best part of being a pro racer is the racing. So when you get an invitation to be treated like a pro racer for a weekend (that's the fun racing and signing autographs part, not the sucky training and hard work bit) you don't say no!

I certainly wasn't foolish enough to say no when Motocross 365's Aussie operator Jason Ecclestone called offering me the chance to strut my stuff in the Golden Tyre sponsored Motocross International of Tenerife that's run at

the Circuito San Miguel each December.

The San Miguel circuit and Motocross 365 are both relatively new features on an island that's been a popular destination with European tourists since cheaper flights in the '70s made the Canaries much more accessible to the masses. Some 30 years on and not much has changed on the island – large concrete hotels still dominate much of the southern coastline but if you travel less than 10 miles inland it's a very different story. ▀



Livy Lancelot qualifies ahead of 'Piloto Francia Antoine Sûton'



Cedric Melotte #4 and world enduro Ivan Cervantes #51 slug it out in the mixed-capacity Super Final

The town of San Miguel sits around 600 metres above sea level, the air's much fresher and the scenery's a little greener than in the Britified resorts by the sea. As well as being a nice place, San Miguel has two great tourist attractions – the most popular being the medieval banquet and jousting show at Castillo San Miguel while the best is the 1.6km MX circuit that the nice folks at Motocross 365 call home and use on an almost daily basis.

Circuito San Miguel's a permanent facility which reminds me of a condensed version of Desertmartin – it's sandy, rough, full of big safe jumps and elevation changes. But unlike the Irish GP circuit this track is situated in a place that sees sunshine every day of the year and has a full sprinkler system in place to keep the dust down and the track in tip-top condition.

And the Motocross 365 set-up is equally impressive. Originally envisaged and set-up by ex-pat Jon Kingston, the business has changed hands once or twice since – but while the owners have changed the latest operators of Motocross 365 have stuck around for a wee while longer.

Jason and Tracey Ecclestone are a totally laidback Australian/South African meld of a couple who've been married for just about two years and have kept Motocross 365 running smoothly for a little while less. Despite being

'Piloto Francia Antoine Sûton' lies motionless on the track – and that's only in practice



infinitely relaxed and friendly they're totally efficient and ever-so effective when it comes to getting the job sorted – a couple of calls and an email or so exchanged sees my entry, bike, insurance and some embarrassing company-related bull**t all sorted with no fuss. From there all I have to do is pick a flight and get my ass out there!

A plethora of flights to Tenerife are available so getting there is almost as easy as catching a bus – except it's slightly more expensive, less draughty and doesn't smell quite so much of

wee. From what I can gather flights on Fridays and Tuesdays are generally cheaper although I'm not sure why.

The closest airport to San Miguel is Reina Sofia or Tenerife Sur as it's more commonly known. Flights here are available from Aberdeen, Birmingham, Blackpool, Edinburgh, Glasgow, Leeds/Bradford, Gatwick, Heathrow, Luton, Stansted, Newcastle or Manchester.

I travel to Tenerife with the current Motocross 365 owner – Bolton businessman and twin-shock motocross legend Doug Mercer – from Manchester T2 early on Friday morning, that's one day before qualifying. After making the mistake of following DBR editorial-team protocol – actually I think it might just be Lawless-enforced protocol – I arrive on the Spanish lump of volcanic rock on the edge of the Atlantic feeling slightly battered. Drinking two pints of Stella before a flight doesn't usually cause me any problems (okay so I'm lying) but when you've got a 7am departure time it's definitely not the hot ticket!

Despite feeling a little sleepy the warm winter sun soon brings me round while Dougie gives me a quick tour of the local hotspots. After checking out the local karting track, some luxurious hotels and the hypermarket, Dougie drives me to the track to meet Jason and Tracey who are waiting for me along with my bike for the weekend – a brand-new '06 YZF250. And it's not just any YZF250 either – it's one of those yellow 50th anniversary jobbies.

After popping a pair of Windham bend

'Piloto Francia Antoine Sûton' lines up next to Dozy, Sleepy, Bashful, Doc and the rest of Snow White's gang



MOTOCROSS 365

TENERIFE

Enduro 365

Branching out off-road stylee

After taking a year or so to get the track side of the business dialed-in and running smoothly Motocross 365 are now able to offer a bespoke trail riding experience in the form of Enduro 365.

With year-round good weather and an abundance of awesome routes available, Tenerife really is an off-road rider's dream destination and Enduro 365 can offer guided tours for up to six riders on their fleet of WR250s.

Despite still feeling fairly fragile I was able to take in a small portion of the island's trail network with Jason and Jon the day after the International. The three of us rode from sea level right up and beyond the highest football pitch in Spain (thanks for sharing that fascinating fact Jon) before stopping for coffee at a roadside café near the peak of Tenerife's volcano which last erupted in 1909 – there's another island-based interesting fact for you.

I've been on a fair few guided trail rides over the years and I have to say that the technical terrain Tenerife has to offer makes Enduro 365's tour one of the most enjoyable. Riding with Jason and Jon is a real blast too as they absolutely love getting out in the hills but perhaps more importantly they're both smart riders who use their years of riding knowledge to help all riders safely navigate the trails.

For more information on Enduro 365 trail tours check the related section at www.motocross365.com



Renthal twin-walls on (cheers Rees), some Evoke-Concepts pre-printed backgrounds (cheers Jase), a DEP S7 pipe (cheers Craig) and then set the jetting to suit the air temperature and track elevation (cheers short Italian dude) I was all set to play my part in the Motocross International of Tenerife.

Aside from my name, the entry list for the International is pretty impressive. Red Bull KTM's Jonathan Barragan heads the entry in MX1 with GP regulars Cedric Melotte, Brian Jorgensen, Luigi Seguy and Alex Salvini as well as WEC champ Ivan Cervantes, a couple of Danes and a handful of local stars.

The MX2 class is equally stacked with imported talent. GP winners Davide Guarneri and ironman Seguy – who's running both classes – start as favourites but Luigi's fellow Frenchie Mikey Valade is also well on the pace as are rising Spanish stars Pol Pannes and Jose Butron Oliva. There's also Chilean champion (who's my Motocross 365 team-mate for the weekend) Felipe Otero and then there's the femme-fatale – French Freeman Kawasaki racer Livia Lancelot

Despite being unbelievably beautiful – in a haw-hee-haw-haw, je ne sais quoi oh so very special 17-year-old blonde bombshell kind of way – Livia's on-track pace makes her more of a fantasy killer than a killer fantasy. Indeed, my dreams of out-pacing her in qualifying come to an end as she keeps chipping away at my time until she betters it by a measly 0.8 of a second at the very end of Saturday's hour-long session. Bugger. But if I find being beaten by a

girl in qualifying painful enough it's nothing to what race day has in store for me.

After the early morning warm-up session there's nothing to do but sign some autographs and eat piles of complimentary freshly charcoal-grilled chicken from the riders' hospitality suite while waiting for moto one. But before the race gets under way there's the rider presentation – complete with umbrella girls who appear to be from the local Girl Guide troop – for the few thousand crowd who are perched in and around the circuit's grandstand.

This whole deal cracks me up for a few reasons. Reason one is the fact I'm taking part in the opening ceremonies of an international race. Reason two – I'm about a foot taller and a fair bit further around than the next largest competitor and I feel like I've been transported to Lilliput.

The third reason is I haven't got a fudging clue what the Spanish commentator is saying. So when I hear "Piloto Francia, numero 715 Antoine Sûton!" (roughly translates as 'French rider #715 Anthony Sutton') I wave and smile politely.

With rider introductions sorted and a goon-style sighting lap complete it's time to head to the gate for moto one. The races are scheduled to run for 20 minutes plus two laps but I'm done somewhere around the seven-second mark... ►



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As the gate drops I get a great jump, snick third then let the YZF's power get my oversize ass to turn one at the front of the pack – then it all goes a wee bit wonky!

I come round lying face down on the floor. I'm covered in grazes, my shoulder's tweaked and I've got a monster headache. I guess it's true what they say – the pain in Spain does fall mainly on the brain! It's so bad that I feel like I've been hit by a bus although it's more likely that one of the rowdy lightweight locals has ploughed me rather than the numero 312 to Puerto de la Cruz.

And it's not just my body and noggin that are trashed either – my brand new Sixsixone skidder's done its job well, dissipating the impact's energy but partially self-destructing in the process while my 27-hour-old Renthal kevlar grip has finally given-up and torn. Sad, sad times...



Local hero Pedro de la Rosa



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'Piloto Francia Antoine Sûton' demonstrates the 'Piloto Francia Antoine Sûton' scrub

On the plus side the sun's still shining and there's a whole host of GP stars going hard at it on what I'd class to be one of the best tracks in Europe. While Guarneri takes a pair of easyish wins in MX2 ahead of Jose Butron Oliva the MX1 battles are way more exciting.

Jorgensen holeshots and leads the opening MX1 gambit but Melotte, Salvini and Barragan all find a way past after the Dane suffers from arm pump just before the midway point. While it's Melotte who wins the opener it's Salvini who shines second time out.



Jason and Tracey Ecclestone run the whole shooting match

Local hero Pablo de la Rosa yanks the moto two holey much to the delight of the very vocal crowd but it's the Italian Yamaha rider who comes away with the win. Salvini's been on it all weekend and his all-action jump-for-show, corner-for-dough style really pays off around the compact San Miguel circuit.

While Alex takes the overall with his 2-1 scorecard, Melotte's second and Yogi's third it's Aitor Santana's who's first Canarian in fourth overall after catching and making a move on Cedric late in the moto – pretty impressive when you consider this is Aitor's first race back after beating off cancer.

The mixed-capacity Super Final is next and it's a battered Barragan who overcomes the effects of a big crash in qualifying to take home the win and a sizeable stash of Euros to end a very enjoyable day. In fact it could only have been more enjoyable if there were more Brits in the field to cheer on – ones that could maybe get further than the first corner!

Chilean champ Felipe Otero



KEY FACTS

The 411 on 365

If you haven't figured it out by now, Motocross 365 is a company based near the San Miguel motocross circuit on the Island of Tenerife that offers everyone the chance to turn up and ride the circuit on one of their well-prepped Yamaha YZ or YZF's (they also have a small-wheel Honda CRF150 for nippers) for a fee.

But it's not as simple as just turning-up, paying and playing as you'll need to pre-book. Your best bet is to check out Motocross 365's website or give Jason or Tracey a call – details below.

Despite having had a disaster of a race, I still had a terrific time in Tenerife and I'd definitely recommend a visit to Jason and Tracey at Motocross 365 to anyone whether it be for a practice session, a round of the Canarian championships or maybe the International itself. But if you wanna go and have the time of your life you'd better book it soon because spaces are filling fast – do it now or regret it forever!



And don't worry if you don't fancy lugging your own kit out there because Motocross 365 have a limited amount of safety gear available to hire for an additional fee. Saying that, I'd recommend you do take your own if you can because it just feels better.

The track

The Circuito San Miguel is simply an awesome place to ride. The surface is sand-based and watered daily so it stays in prime condition and never gets too powdery. The jumps are big but safe and the whole track is designed to suit the modern way of riding.

The most important thing you need to know is that it's a fun place to ride. One lap, two laps, five laps, 20 – once you start you won't wanna stop. That said it's also a very physically demanding circuit – even the GP stars were suffering in their 20-minute motos – so it's also an excellent training facility.

For some excellent on-bike footage of the San Miguel circuit check the Videos section in Time to Burn at www.dirtbikerider.com

Contact details

Tel: +34 922 721848

Email: bookings@motocross365.com

Internet: www.motocross365.com

www.mxinternacionaltenerife.com

Travel options

It's well worth contacting Ewan at JT Travel on 01942 814001 as he's able to sort cheap flights to Tenerife as well as fix up all your accommodation needs on the island. Tell him DBR and Motocross 365 sent you and he'll hook you reet up!

*"Ey-oop, t'new Beta
four-popper's reet good!"
Roughly translated, Clarky
really rates the Rev-4*



For more Beta pictures
check out the galleries at
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Dan Clark gets to grips with Beta's new four-popper
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Words by Suttty and Dan Clark Photos by Suttty



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GETTING SOMETHING right first time isn't always easy and it isn't always possible either, especially when it comes to constructing something so specialised as a trials bike. Beta have had eight years to get their Rev-3s working flawlessly and it seems that the Italian development team may just have succeeded.

But while the four Rev-3s – that's the 125, 200, 250 and 270 models – hit showroom floors in '07 as refined and complete competition bikes, the attention of the trials' world has been stolen by an all-new model in the Beta range – the Rev-4!

The Rev-4 was originally launched during the Dirt Bike Show at Stoneleigh and is the Italian company's first foray into the four-stroke trials bike market joining the Montesa, Scorpa and Sherco models.

Aside from sporting black plastics instead of Rev-3 red, you'd be hard pushed to spot the difference between the four-popper and its two-stroke siblings from a distance without double checking which side the kickstart's situated or drive-chain runs.

While they're not identical there's no denying that all five bikes do look quite alike and share similar looking twin-spar aluminium frames (which also house the oh-so neat fuel cell) and silencers (which unfortunately look like they've been chucked on later as an afterthought!)

But as awkwardly fitted as they look – when compared to the neat zooster pipes on the Sherco say – there's no denying that all five bikes are very well silenced specimens, especially the four-popper which you could arguably say is the quietest standard four-stroke trials weapon on the market today!

And as well as having the shhhh-factor that off-road sport so desperately needs in the current ecological and political climate, the Betas also share the same high-quality running gear throughout the range – Paioli suspension, Mikuni carbs and AJP brakes. And that's on top of all the in-house designed and engineered

parts you'd normally find on Betas.

It's the temptation of riding trick new bikes like the Betas that keeps Clarky taling himself up and slipping into lycra to do his bit for DBR – even when the hills above Silsden are suffering some seriously sub-zero temperatures. So without any further waffle from us it's over to you Clarky...

"For me the Rev-4 is the bike I've been most excited about testing and after riding it I feel just as excited by the bike as I did before. Beta have definitely raised the bar for all the other manufacturers with this bike.

"I've found other four-stroke trials bikes to have a lot of engine braking but the Beta was a real treat – it rode like a two-stroke. There's really soft low-end power and plenty of poke at the top and it also sounds fantastic – not too noisy either mechanically or from the exhaust. This bike grips unbelievably well in mud and slippery riverbeds – you just lay the power down and it keeps on gripping. Fantastic!

"I can honestly say I've never been so comfortable on a new bike in such a short time and it's a very forgiving bike that helps give you the confidence to ride over almost anything. This bike will appeal to everybody but it's designed with the clubman rider in mind.

"Moving on to the two-strokes and the attention to detail with all the Betas is fantastic and for '07 they've slimmed the frame down, slimmed the hubs, fitted lighter footpeg brackets and changed the handlebars which has helped shave off a fair bit of weight. As well as being a light bike I feel that everything on the Beta is very well made and easy to work on.

"Beta have made an extra big effort with the 125 this year mostly because both the A and B youth trials classes are limited to 125cc bikes making it a level playing field for everyone. The '07 makes a lot more power over last year's model and definitely runs a lot cleaner in the top-end – this might be helped by the shorter silencer. The slimmer frame helps the bike



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If there's one part of a trials bike that gets Clarky's goat it's the sumpguard! Whether it be Gassers, Sherco's, Scorpas, Montesas or Betas you can almost always guarantee that Clarky will claim it has a perfectly flat sumpguard which is perfect for sumping out on rocks because it won't throw you one way or t'other and blah blah blah blah.

Unfortunately Clarky forgot to mention the sumpguards on this year's Betas – bad Dan, in your basket. However, after driving back to Beta HQ in not so sunny Silsden we can confirm that the '07 Beta bashplates are perfectly flat and won't throw you one way or t'other when sumping out on rocks and blah blah blah blah.

feel smaller and more maneuverable over older Betas – this might also be helped by the steering head angle changes which were implemented for '06.

"The brakes on the entire Beta range are AJP and work fantastically well – but you'd be hard pushed to find a new trials bike with bad brakes these days. Same can be said about the suspension – the Paioli units work well to absorb the rocks and keep good tyre to ground contact which helps you lay down the power.

"Moving up through the range from the 125 is the 200 which is a well-mannered bike suited for beginners and clubmen riders who don't want a bike with too much snap. Don't be mistaken to think that the 200 is a gutless wonder – it'll still pull you up most anywhere without much fuss and is a solid performer.

"The 250 Beta is a great bike but so similar to last year's that there's no point saying much about it [to see Clarky's '06 Rev-3 test check the archives at www.dirtbikerider.com]. It's

mostly aimed toward clubman riders but it's probably my favourite. It delivers power in a way that helps you find grip but still pulls hard from the bottom and keeps on pulling right through the range. It'll basically do owt you want.

"The 270 is the real weapon and is totally aimed at experts and British championship riders who know what they're doing. In the wrong hands this bike will do more harm than good. I reckon most riders would benefit from choosing the more user-friendly 250 model."

Specifications

Rev-3 125

Capacity: 124cc
Bore and stroke: 54mm x 54mm
Front suspension: 38mm Paioli (165mm travel)
Rear suspension: Paioli (175mm travel)
Front brake: 185mm disc
Rear brake: 165mm disc
Carburettor: Dell'Orto VHST 26 BD
Gearbox: Six-speed
Wheelbase: 1310mm
Seat height: 660mm
Dry weight: 70kg

Rev-3 200

Capacity: 195cc
Bore and stroke: 64mm x 60.5mm
Front suspension: 38mm Paioli (165mm travel)
Rear suspension: Paioli (175mm travel)
Front brake: 185mm disc
Rear brake: 165mm disc
Carburettor: Mikuni VM26/208
Gearbox: Six-speed
Wheelbase: 1310mm
Seat height: 660mm
Dry weight: 70kg

Rev-3 250

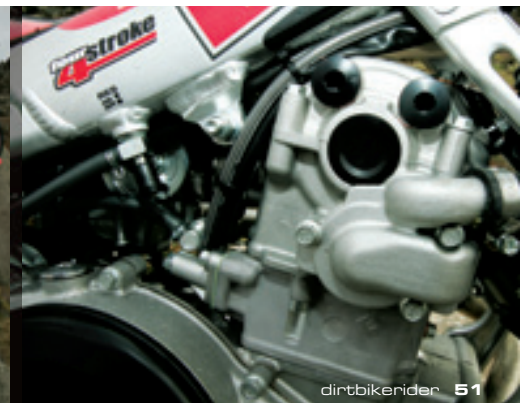
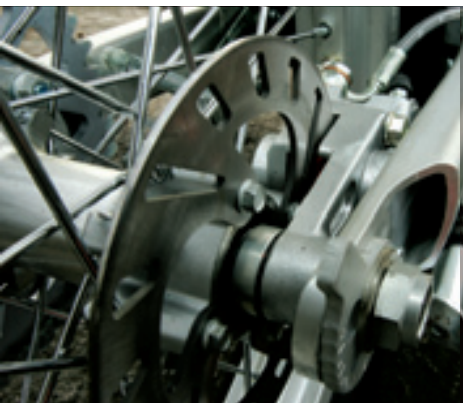
Capacity: 249.7cc
Bore and stroke: 72.5mm x 60.5mm
Front suspension: 38mm Paioli (165mm travel)
Rear suspension: Paioli (175mm travel)
Front brake: 185mm disc
Rear brake: 165mm disc
Carburettor: Mikuni VM26/208
Gearbox: Six-speed
Wheelbase: 1310mm
Seat height: 660mm
Dry weight: 71kg

Rev-3 270

Capacity: 274.5cc
Bore and stroke: 76mm x 60.5mm
Front suspension: 38mm Paioli (165mm travel)
Rear suspension: Paioli (175mm travel)
Front brake: 185mm disc
Rear brake: 165mm disc
Carburettor: Mikuni VM26/208
Gearbox: Six-speed
Wheelbase: 1310mm
Seat height: 660mm
Dry weight: 71kg

Rev-4 250

Capacity: 249.6cc
Bore and stroke: 77mm x 53.6mm
Front suspension: 38mm Paioli (165mm travel)
Rear suspension: Paioli (175mm travel)
Front brake: 185mm disc
Rear brake: 165mm disc
Carburettor: Mikuni VM26/208
Gearbox: Five-speed
Wheelbase: 1319mm
Seat height: 680mm
Dry weight: 75kg





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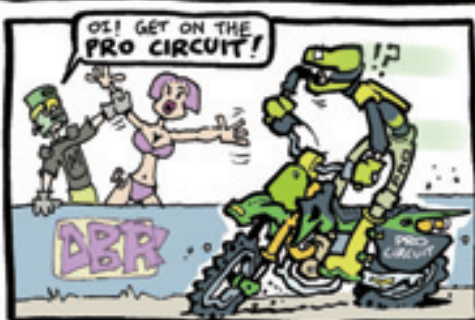
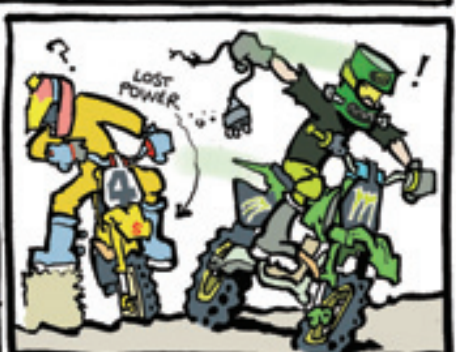
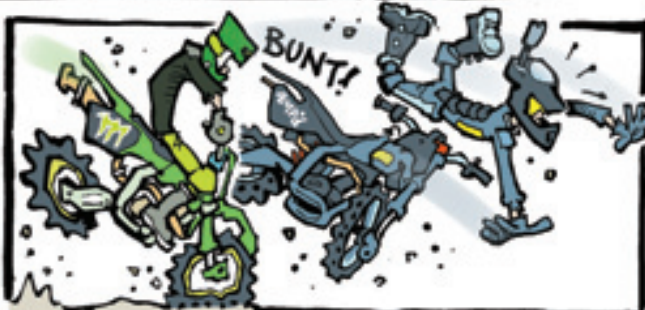
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NEW BLUES!

For 2007 Yamaha have revamped their WRF off-road weapons into a pair of fire-breathing, race-ready rippers...

Words by Geoff Walker Photos by Suttu

ALL I can say is it's about time... Yamaha's WRF range has been in need of a good kick up the arse for a few years now and for '07 the boys in blue have finally delivered the goods. The list of newness on these bikes is stunning and the complete redesign is geared up with both racers and average hobby riders in mind.

The big news on both the 450 and 250 is the switch to an ally frame as used in the motocross range. The bikes need this touch as previous models were feeling even heavier and slower turning compared to their competition as each year passed.

But Yamaha have given the buyer a new lease of life with a more agile and sharper handling chassis – it's like they're trying to provide an MX-style bike with lights and an electric starter and that's a good thing!

Pretty much every part on these bikes oozes

quality. It's good to see the WRFs coming with a superb engine guard as standard, the Pro Taper bars are top notch, the lights are perfect for normal usage and are enough to get you out of trouble on a night ride and one of the finest features is the massive flat footpegs – they're absolutely fantastic. Enough said!

The new frame and bodywork are as smooth as they can be and fast filter changing is supported with the easy access side door on the airbox. The on-board trip computer is a cool touch but the guys have got to lose the connecting control cable which hangs out around the right fork leg. This sucker is sure to get ripped off in minutes.

Now the WRF componentry is up there with the best Euro-manufactured stuff, Yam fans will be loving life on the tracks and trails around the UK...



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specs

WR450F

Capacity:	449cc
Bore and stroke:	95mm x 63.4mm
Transmission:	Five-speed
Carburettor:	Keihin FCR-MX39mm H/I
Front suspension:	Kayaba fork (300mm travel)
Rear suspension:	Kayaba shock (305mm travel)
Front brake:	250mm disc
Rear brake:	245mm disc
Wheelbase:	1485mm
Seat height:	990mm
Dry weight:	112.5kg

WR450F

Some 450 engines have a habit of offering a feeling of uncontrollability but Yamaha have made a great motor for the '07 WRF. Although the bike we were testing was brand-new and a little tight I could still feel the easily controllable, juicy power through my right hand.

Yamaha may well have got it good but it's a little way off being perfect as when you roll the power on it still has the 450 curse of 'spinning up' and making technical riding a battle of throttle control. Don't get me wrong, the motor is very smooth and easy on dry or grippy conditions but it will bite you as much as any other 450 in its class.

Electric start is a must these days and the Yamaha has always had a strong unit and battery for this job. The clutch is positive but needs a strong hand to operate it. The feel on the lever is heavy which in tough going will start to cause some stall outs at the wrong times. I would have to say that the Yamaha motor is the market leader at this stage for smoothness and control – all it needs is a lighter clutch pull to help us all along the way.

All good motors need to be strapped into a good chassis. The WR450F chassis has an MX flavour going on – you sit on top of the bike rather than in it. This takes a moment to get used to but Yamaha are going for the racing feel rather than an armchair angle.

The bars-to-seat-to-peg combination seems to be designed with a slightly shorter rider than myself in mind. Seat-to-peg felt good but I would need a slightly higher rise pair of Pro Tapers to satisfy my size. This is personal set-up of course but I have to speak as I find.

The bike is just crying out to be ridden as hard as possible and I think that given a more forgiving test ground without as much ice around it could be pushed so much more. I'm really looking forward to having more time on this bike later in the year if possible.

The front-to-rear balance on this bike is straight from the WEC set-up shelf with super soft forks and a normal firm shock setting. This is favoured in the enduro racing world as it offers great turning ability on special tests. The forks were just a tad too soft for my lardy arse but would be perfect for anyone weighing in around 14 stone when suited and booted.

The brakes were positive and with the reduced overall weight it's a sinch to bring the puppy to a standstill. Of course, what you begin to feel with good brakes, great power and balanced handling are the shortcomings in the tyre department. If you want to ride in anything other than dry conditions chuck the standard Dunlop rubber away and go get yourself a pair of race tyres. These will make your life way easier out there in off-road land.

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The 450 motor is very smooth but will still bite hard if you get too throttle happy

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WR250F

As a rule 250 four-strokes are a blast to ride and the '07 WRF is absolutely no exception. The bike brought an instant smile to my face on the test as its power characteristics were so much fun in the technical going.

The motor does not possess any major hit of arm-stretching power but what it has it uses really well. The throttle can be rolled on with confidence as you know it will not be stepping out unless you really want it to. This is an important part of riding here in the UK as sometimes we're forced to ride more technical routes as the fast open trails and venues are being restricted.

The clutch has a really heavy feel to its pull but I noticed no fade throughout the test. The motor was vibration free and very quiet as it breathed from the pipe. If you wanted to race this puppy at a national level it could maybe do with a helping hand from one of the fine pipe manufacturers around. A 94db enduro race pipe would give this already smooth operating motor an extra tourquey kick for the next level up.

The 'sitting on top' feeling I experienced with the 450 wasn't so evident with the 250. I felt instantly comfortable with the seating position and the Pro Taper bars had a more neutral feeling.

The chassis allows the bike to be turned on a tuppence and it gives balance through positive suspension. Every flat corner, twist, turn, rock section or bog can be managed with a smile on your face on this bike. It's a cool and easy ride for all and the light feeling is pretty amazing. An all-day ride will be a pleasure with this new-feeling WRF. The Slimfast plan has really worked!

Yamaha have really gone for it with this bike and the ally frame with its sharper angles has transformed the WRF into an all-round race and trail weapon.

A 94db race pipe would take the 250F to the next level



specs WR250F

Capacity:	249cc
Bore and stroke:	77mm x 53.6mm
Transmission:	Five-speed
Carburettor:	Keihin FCR-MX37mm H/I
Front suspension:	Kayaba fork (300mm travel)
Rear suspension:	Kayaba shock (310mm travel)
Front brake:	250mm disc
Rear brake:	245mm disc
Wheelbase:	1480mm
Seat height:	990mm
Dry weight:	106kg

LIFE IN THE OLD DOG!

It's 16 years since he won his first AMA National but John Dowd – aka the Junkyard Dog – is still capable of winning big races...as Knighter found out in Vegas

Words and photos by Alex Hodgkinson

IT'S NEVER too late to learn new tricks and John Dowd – aka the Junkyard Dog – is still finding new spheres of success at 41!

An icon of US off-road sport, the New Englander is the only man ever to beat RC at Southwick and he beat David Knighter at Vegas at the back end of last year. So what's the secret?

"I guess it's a lifestyle thing. I just love riding bikes and I didn't start racing until I was 20 and I'm sure that plays a part. I think there's a window of time and you can put it in any age bracket. And doing it the way I do now, only doing the races I want to, helps to keep the interest going and has helped me a lot in the last couple of years. The last time I rode a complete series was 2005 and I really was getting tired of the full grind towards the end and having the opportunity to do it like this has kept it fun for me. ▶





profile

Dowd hammers the Dortmund whoops

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Dowd tried his hand at GNCC racing last year



With long-time tech Ron Bushey in Germany

"I don't really know what my role is with Suzuki. I guess I'm a floater. I'm kinda semi-retired and can decide myself where I want to go racing. I put together a list of races I would like to do and then I get a few calls here and there from teams who have hurt riders.

"I try to stay busy with it. I do a little bit of everything – riding, running, biking, gym. I mix it up. If I stop riding and training completely for a few weeks I really lose it fast but it's also important not to be too busy. My body tells me when I'm too tired or too sore.

"I don't have the stress of having to go race every week because it's a series and that keeps it more fun, no pressure. It doesn't happen too often but if I don't feel like going to a race then I don't go. My son Ryan's nine now so I've been doing some local races with him. And it's fun to do local stuff.

"I have an excavation business – land development and all that – back home in Massachusetts. I actually live in my own street, John Dowd Court. It was the first street I built back home in Ludlow."

So what's the most difficult to hold – fitness or speed? "Probably a little bit of both and I think it does show in the results. I feel like I used to be a little better. Sixth at Southwick, like I got last summer, might be a dream for some people but I won there before."

John was already in his mid-20s before he first hit the headlines. "I just didn't get a chance when I was younger. My family wasn't very well off. We didn't have bikes as kids and I didn't race until I was 20.

"Racing is healthy in the New England area but it's tucked away in the corner of the country, the other end from California where the factories are based. You can be good in New England and not too many people know you."

His first National win came at a muddy Sacramento in 1991. "We did have a lot of crappy races in the spring and the fall where I come from so I guess I was used to riding in the mud and I used to go trail riding a lot in the woods with my buddy as well. There's always mud in the woods so I was never afraid of it and I learned to like it."

John's name is synonymous with Southwick. "I live about an hour west of Boston and Southwick is my hometown track, all the fans there have been seeing me race for ever and I've always done well in the sand. All of the tracks we ride on locally are a lot of sand so I'm very comfortable in the sand."

Even after starting so late, John had an early setback to his professional career. "I broke my leg really bad in '91 and then I was out until '93. But from there I think I was out there every year until '05 when I did the whole National series for the last time and got seventh. The last time I did SX was in '01."

And despite three runner-up placings in the Nationals in '94, '97 and '98, indoors is where he won his only national title – the East Coast SX in 1998, his debut year on 125s at the age of 32!



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Winning in Vegas, baby!

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"That was Yamaha's idea. They had a couple of guys they wanted on the 250s and it was either I ride the 125 or ride something else. And I never got the chance to ride 125 when I was younger. I started on big bikes and when I first got into the Nationals I was an outdoor rider first and always in the 250 class.

"I had another factory year and that was awesome – I didn't care what I was riding but I had to work hard to get around a supercross track. My timing was never great and I just had to kinda work it through. I was as surprised as anybody when I won the 125 SX against the kids."

But John's career has never followed the regimented pattern and he raced Arenacross for the first time in the winter of '05/'06. "Yeah, that just came out of the blue and I actually did the full series. It was backwards from what you would normally see of a kid advancing to the big time but it was fun. I seem to do everything the wrong way round, I figure at the end I'll probably be riding 80s or 65s or something like that."

A more natural career progression came with his initiation into the GNCC last summer, a successful move as he took fourth against Salminen and Co at a round held at The Wisp. "Three hours is a long time. If you ever think doing an outdoor National is hard work, just go and do one of those. You use like seven gallons

of gas, that's three tankloads on a regular bike. You're not flat-out the whole way but if you rode on the highway for three hours you'd be tired so you can imagine how hard it is on the rough. I'd never even ridden any local races like that before but I enjoyed it and I hope to do some more – just one or two, not a full series."

And then it was to Vegas. "I actually rode Vegas the year before so the GNCC was just something different to try rather than preparation. I guess that's pretty cool to have beaten David Knight. I don't really know what happened because I never saw him. I got the holeshot and me and Nathan Woods took off. I know he got a bad start but I don't really know what happened to him – but I was happy to win."

"I guess I was the only one who ever beat Carmichael at a couple of tracks too. I've never been the fastest guy out there – even in my factory days – but I've always been able to ride consistent and pretty smart and that has got me a long way."

John also rode the Nations twice – in '97 at Nismes in Belgium and in '98 at Foxhill. "The Belgian one I was doing really good. I was in second and I lost the ignition on the bike. That was a bummer. But that mud race in England was just chaos. It was fun though and I was doing all right in that one too. I was in fourth until I got stuck on that hill and then they rerouted the track."

The European SX tour never fitted into John's schedule however. "I got several invites to the European SX but I just never got round to coming over. There were a lot of times when Yamaha wouldn't let you go. I was involved heavily in the testing programme – they could perhaps let a couple of the younger guys go but someone had to stay home and do the testing."

So Dortmund last month, where we got the chance to chat, was another first too. And Suzuki International didn't just bring over John but also his long-term mechanic Ron Bushey. "Ron has been with me since '01. I don't see him so much now that I don't race all the time but he lives close by and we're good friends."

Putting John's continued achievements into perspective, he's just one year younger than Ricky Johnson, the man who dominated the US and world scene in the late '80s, he's 15 months older than Ron Lechien and seven years older than Damon Bradshaw. And they burnt themselves out more than a decade ago!

So how much longer can it carry on? "There has to be an end somewhere but I just hope it's not too soon. I'd like to keep on doing one-off races and stay involved – even if it's only riding with my son – for a long time yet!"

And finally, why Junkyard Dog? "My dad owned a junkyard and that's where I grew up. Also my riding style has never been pretty!"

Seems like there's life in the old Dog yet...

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HAVING SPENT a considerable amount of time on my KTM 250 EXC-F magazine-machine I feel it's time to offer a few tech tips on taking the already excellent bike to a new level for competition.

The machine I have has done 123.4 hours since I picked it up from KTM UK last August and popped on a Big Bang Hour Meter and it's not missed a beat. In fact my only two problems have been the broken gear shifter I collected in Romania and the time the little beauty stopped running after I put it through 46 river crossings in the space of two hours on the Marshfield trail lap. After stopping mid-stream it had to be dragged out with the ever helpful Rowan Machine looking on in amusement.

From new the little Toomer will take a good

eight to 10 hours running before it will begin to loosen up. This is a very strongly built motor so it does require a lot of running in. From standard it comes with a flat spot in power at the bottom of the rev range. This is caused by two things to begin with – the tightness of the motor and the pretty restrictive standard pipe.

Now don't get me wrong. Personally I would go to an event and run with a completely standard bike but the point to having the bike is to do a little R&D to optimize the bike's capabilities in a racing situation and let you all know how we have done it. Here is a quick rundown of some of the work the EXC-F has done so far... The Red Bull Romaniacs, Dawn to Dusk, Molson Rideaway, The Tough One and many, many hours spent out on the trails.

From a purely technical point of view the strength of the motor is pretty impressive to say the least. The Romaniacs put the bike through roughly 60 hours of tough going over six days – that's five fresh Twin Air filters, three oil changes using Motorex 10/50 4T oil and a daily check over from Spode to keep the bolts tight. The bike rocked on reliability with no clutch trouble even though there was mucho abuse of the left lever.

And to give the puppy a bit more of a kicking I decided it would be a stunningly great plan to enter the bike and its very wrecked rider into the Ironman category of the 'Dawn to Dusk' 12-hour enduro just a couple of days after returning home from Romania...

Confession time! I didn't have time to change

*Geoff's long-Toomer
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the oil before the event as I was having trouble feeling my hands and I only just about managed an air filter change. Even with this totally unrecommended preparation the bike and I trucked along perfectly to a fourth place finish with a little help from Angry Gary – cheers big fella!

With big hours on the bike it was time to go and see Uncle Alan Hambridge at KTM HQ. The valve clearances were first priority. Upon stripdown the oil looked like new and the valve clearances were exactly as they were from brand new. That really says something about the KTM and suggests to me that the engineering inside the motor is top quality.

There are no major friction points on the running gear within the motor and there's no sign of metal in the oil and no discolouration. This means that the motor must be running at the optimum temperature – even the clutch which can take an amazing pounding in tough going and in turn contaminates the motor oil, which will break down lubricating qualities of the oil and cause damage to the engine.

Obviously, the EXC-F is an awesome machine in stock trim but to make this bulletproof bike bombproof here are a few modifications, tweaks and tickles I'd recommend you crack on with.

Protect your pinkies with a set of Cycra Proband billet handguards. They're very, very strong and very, very important as hurting your hands is very, very bad.

Fit a HD rear sprocket such as tri-metal Stealth sprocket or Dirt Tricks Ironman unit.

A DEP torque exhaust system with enduro tail pipe is an absolute must – don't let the long header pipe put you off as it's super strong. The header on the test bike has been running for every hour of the bike's life and has one small dent. The power increase is amazing and transforms the delivery in every part of the range.

Carburation is easy! To optimise the power with the DEP system change the standard 40 pilot jet to a 45. No stress, no bogging!

Use clean and well oiled Twin Air filters and they'll keep your bike breathing fresh air instead of water and mud.

If you're under 14 stone go for softer springs front and rear to give the suspension a more supple feeling. Otherwise click out six clicks on compression both front and rear.

The stock o-ring chain has been good for over 100 hours – that's pretty hardcore.

Michelin Enduro FIM tyres and mousses stick like groupies to a rock star! When fitted on Multitek wheels with Multitek discs, brake feel and actual stopping power is improved too. Oh and the wheels look trick!

The standard plug cap can give a little trouble in deep water crossings and a little bit of advice I picked up from the crew at JD Racing is to purchase an NGK SD05FM waterproof plug cap and NGK CR9EK plug to go with it. This modification is priceless and in



Old plug cap – bad



New plug cap – good



Cycra handguards – keep your pinkies in the, er, pink



New plug makes a big difference



DEP tailpipe is an essential addition



Low density foam – extra protection



And you thought the troll lived under the bridge!

submarine tests in river crossings the new cap and plug has never failed.

The stock cap can allow a little water inside which causes some condensation and a bad contact between cap and plug. After five minutes it will dry but the waterproof cap ensures all day running. It's easy to fit in just a few minutes as you simply screw the old cap off, snip around 10mm off the HT lead then screw the new cap securely onto the lead. Fit a cable tie to the top of the cap and if you know you're going river hopping fix some low density foam to the cap to stop the forced water from hitting the cap hard.

Use the low density foam to make a guard for the vulnerable throttle control side of the carb. This foam will stop the water from being forced onto the carb body which can enter into the carb through the throttle control chamber and cover.

Don't leave home without a sumpguard. The guard on the KTM is beaten but still going strong. It bears many scars and gouges from engine smashing rocks. The magazine-machine runs with a KTM own brand sumpguard.

The next little part is genius. Loosen the carb clips, turn the carb, loosen and remove the drain bolt from the base of the carb, chuck it into the next field and fit a Deep Sump instead! This aftermarket part is great for every enduro and MX bike with a Keihin FCR carb and the extra depth and foam in its base keeps crud and water safely away from blocking the jets which keeps you running sweet.

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Noise Annoys!

We all have issues - some more than others - but the biggest issue in our sport at the moment is noise...

Photos by still-mx.co.uk

THE NOISE issue has been around for ever in motocross and now the four-stroke revolution has knocked the problem up a notch. There are ways around the noise problem, the most common being the use of enduro or quiet pipes. These pipes are rated below 94dB.

Obviously these systems are reasonably expensive and after purchasing your bike you don't necessarily need to be going out and spending your 'hard earned' on a quiet pipe. But there could be a sub £40 solution - its name is the dB DAWG...

This simple-to-fit device is basically an insert for your standard or aftermarket MX pipe which has been engineered to lower the noise output without massively affecting power delivery. Most inserts kick the life out of the power by restricting the gas flow from the exhaust system. The dB DAWG is designed to reduce noise with a limited amount of flow restriction.

The device is made from billet aluminium and fitting is a simple three-step process.

- 1) Insert the two grub screws into the dB DAWG from the inside and screw them down a few turns.
- 2) Fit the device into the tail pipe with the word 'IGNITION' at the top. Using the short reach allen key provided simply tighten the grub screws down.
- 3) Make sure you check these grub screws stay tight.

The bike in the spotlight at the moment is the all-new Honda CRF150. This little bike is already banned from some tracks as noise testing it is a bit of a nightmare. The biggest problem is an unsettling in the rev range at

around 5000rpm and keeping the revs at a constant level is more or less impossible. With the dB DAWG in place on the CRF it becomes easier to control and more consistent.

Because we don't have a correctly calibrated noise metre at our disposal we sent our bike to an independent local practice facility to get our CRF noise tested. When the CRF was initially tested it gave a reading of 100db - this is higher than the current allowed level for all UK race organisations.

We could only assume that the exhaust packing had blown so we repacked the silencer and put it back to the test. The result this time was 98db - still too loud! After fitting the dB Dawg the bike passed the test at 96db. Ignoring the numbers that's a 2.1 per cent decrease at 5000rpm on a freshly packed silencer.

The dyno is an important tool in testing this kind of aftermarket part and testing has shown that power loss on this bike is negligible with the dB Dawg curve closely following that of the stock bike - interesting stuff!

We're now looking forward to seeing how the CRF works on track with the dB Dawg in place. In theory it should seem much quieter to the ear - increases in loudness are not linear but in fact logarithmic. But to give you a rough idea of the difference at this sort of range a 100db bike would actually sound twice as loud to the human ear as a 90db one.

With that in mind little parts like the dB Dawg could help save one or two tracks where noise is a big issue and if the truly anal councils of the UK can see that we're doing something about the noise then maybe they'll get off our backs.





was armed with his mum's Kodak Brownie camera. After art college he mixed life as a graphic designer, magazine art director, photographer and part-time art college tutor with motocross and photo-journalism. Now he's a commentator, painting pictures with words. He never did get a proper job...

JACK BURNICLE is the godfather (our words, not his) of British MX Journalism. Born in Billingham, County Durham, to Bella and nutty (his words, not ours) musical genius Stan Burnicle, Jack was mad about cars and motor racing as a kid. At sweet 16 he got a motorbike, rode it to a local 'scramble' and was instantly, hopelessly hooked. Next time he went he

DESCRIPTION		SIGNALLEMENT	
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Occupation	GRAPHIC DESIGNER		
Place of birth	BILLYINGHAM		
Date of birth	9/3/47		

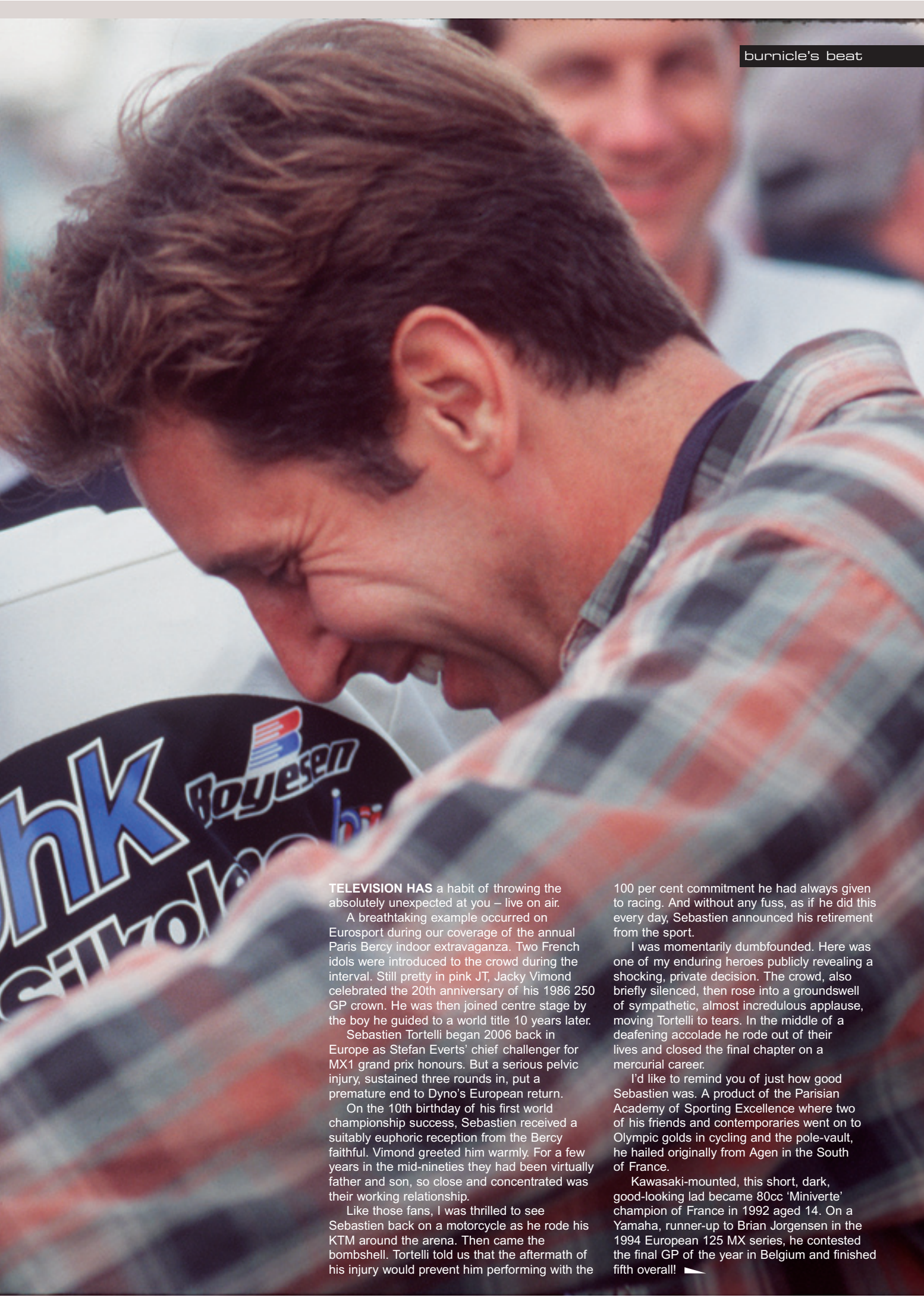
MERCI FOR THE MEMORIES!

Jack looks back at the career of one of the fastest Frenchmen in motocross history - Sebastien Tortelli

Words and photos by Jack Burnicle



1996 + SEBASTIEN TORTELLI BECOMES YOUNGEST EVER WORLD MX CHAMP WITH JACKY VIMONT AT HIS SIDE AS MENTOR, MUSE + SUPPLIANT DAD!



TELEVISION HAS a habit of throwing the absolutely unexpected at you – live on air.

A breathtaking example occurred on Eurosport during our coverage of the annual Paris Bercy indoor extravaganza. Two French idols were introduced to the crowd during the interval. Still pretty in pink JT, Jacky Vimond celebrated the 20th anniversary of his 1986 250 GP crown. He was then joined centre stage by the boy he guided to a world title 10 years later.

Sebastien Tortelli began 2006 back in Europe as Stefan Everts' chief challenger for MX1 grand prix honours. But a serious pelvic injury, sustained three rounds in, put a premature end to Dyno's European return.

On the 10th birthday of his first world championship success, Sebastien received a suitably euphoric reception from the Bercy faithful. Vimond greeted him warmly. For a few years in the mid-nineties they had been virtually father and son, so close and concentrated was their working relationship.

Like those fans, I was thrilled to see Sebastien back on a motorcycle as he rode his KTM around the arena. Then came the bombshell. Tortelli told us that the aftermath of his injury would prevent him performing with the

100 per cent commitment he had always given to racing. And without any fuss, as if he did this every day, Sebastien announced his retirement from the sport.

I was momentarily dumbfounded. Here was one of my enduring heroes publicly revealing a shocking, private decision. The crowd, also briefly silenced, then rose into a groundswell of sympathetic, almost incredulous applause, moving Tortelli to tears. In the middle of a deafening accolade he rode out of their lives and closed the final chapter on a mercurial career.

I'd like to remind you of just how good Sebastien was. A product of the Parisian Academy of Sporting Excellence where two of his friends and contemporaries went on to Olympic golds in cycling and the pole-vault, he hailed originally from Agen in the South of France.

Kawasaki-mounted, this short, dark, good-looking lad became 80cc 'Miniverte' champion of France in 1992 aged 14. On a Yamaha, runner-up to Brian Jorgensen in the 1994 European 125 MX series, he contested the final GP of the year in Belgium and finished fifth overall! ►

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TORTELLI WIN!
1996 125 GP.
FOXHILL

In 1995 – snapped back up by tuning wizard Jan de Groot for Kawasaki – he vaulted to third in the world, winning five motos and his first grand prix, in Indonesia. He was also European and French 125 supercross champion and French 125 motocross king that year. Clad in that original, theatrical Oxbow clothing, he rode fast, crashed frequently and dazzled constantly. Vimond was always by his side, confidante and coach, paid for by French company Oxbow who revered their headstrong new superstar.

1996 proved to be the first major summit in the 17-year-old's stellar teenage career, although the first 125 GP went horribly wrong. Just eight points and a dnf. But after that Sebastian proved virtually unstoppable. While Stefan Everts claimed his second 250 title on an RWJ Honda, Sebastien mirrored Stefan's 2006 domination by winning all 11 remaining rounds! Only Frederic Vialle, Eric Eggens and Paul Malin managed to beat the boy all year as he won 18 amazing motos and took the title by a demoralising 119 points from Maler.

Now you might say hang on, Burnicle, check the record books. And you're right! The Belgian GP – round nine of the series – lists French gypsy Luigi Seguy as victor. Wrong! Following a flummoxing FIM accusation about a fuel irregularity, Tortelli, Malin and Vialle (three different teams, same offence!) were all DQ'd after one of the most thrilling races I've ever seen.

Malin and Tortelli had already ignited Foxhill during the British Grand Prix when Malin bravely held off the Frenchman for 15 minutes of the first moto and the crowd demanded a lap of honour from the pair beneath a beautiful blue sky.

A fortnight later, throughout the first pulsating Belgian moto and despite an imploring Vimond – 'attend, attend' cried his chalkboard, in vain! – Tortelli attacked Malin relentlessly as they blazed round the precipitous, craggy cliff faces of Nismes at record-shattering pace.

Maler, on board his Cadbury's Boost Dixon

Yamaha, eventually missed the rut in a right-hander on the final lap and Tortelli pounced. The crowd, which included support class stars Everts and Joel Smets, again clamoured for a rapturous lap of honour from two outstanding gladiators who even paused to shake hands with adoring fans as they went by.

"Tortelli and Malin were in a different class," smiled an approving Everts. And Sebastien, with typical generosity, consoled a devastated Maler on the rostrum. "You were strong today," he said kindly.

Tortelli then took charge of race two with Yamaha duo Malin and Vialle in vain pursuit. The fuel mystery only emerged later that week but what the heck. All we who were there know the result and know Tortelli swept 11 out of 12 GPs in a scalding display of full-blooded brilliance to become, at 17 years and 343 days, the youngest ever world champion!

Sebastien also guested in the French 250 GP (third in the second moto behind Everts!) prior to challenging him full-time in 1997 when he finished fourth in the premier class.

And then 1998, of course, brought their colossal 250GP contest which went down to the wire in Greece where Tortelli snatched Stefan's crown in an almost indescribably exciting final moto, again broadcast live on Eurosport.

Sebastien had already won his first AMA 250 supercross at 1998's opening round in the Los Angeles Coliseum where he beat Emig and McGrath – although stadia never seemed his absolute speciality. And in August of that year he shattered his foot at the final French national SX round.

This horrible injury – think Stephen Sword for the past nine months – severely compromised Tortelli's much-heralded move to the States. Even in recovery he could no longer run. For a figure whose success, like that of David Thorpe, depended so much on fanatical fitness this was a huge blow.

Also he signed up, unexpectedly, with No Fear clothing. Oxbow, enraged, cut his

connection with Jacky Vimond. And I still believe that these factors combined are why America never quite saw the scintillating Sebastien Tortelli we'd witnessed in those torrid teenage European years.

He additionally endured a spate of injuries Stateside – the first a broken wrist sustained as he got back on track in 1999. A subsequent catalogue of busted knees and shoulders constantly hampered a return to full fitness.

Mind you, he finished second for Honda America in the AMA 250 outdoor motocross series in 2000 behind Ricky Carmichael (beating 'RC' at Southwick and Red Bud), sixth in 2001 and fourth in 2002, his pleasant, smiling demeanour endearing him to an American



TORTELLI V MALIN,
NISMES, 1996:
I WAS THERE!

public alienated by previous French export Jean-Michel Bayle!

Ironically, his European comeback with KTM guaranteed him a final transatlantic challenge this season if he could secure them his third world crown. Instead, a tearful departure, grippingly televised, less than three months after turning 28 – the same age injury forced into premature retirement his former mentor Jacky Vimond.

Au revoir, Sebastien. And thanks for some sublime memories.

07 SPEED EQUIPMENT

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RONNIE RENNEN

ADAM CHATFIELD

IDENTITY CRISIS!

He likes American movies, American music, American malls and American maidens – in fact, just about the only British Adam Chatfield has left in him is his accent...



80 dirtbikerider

He likes American movies, American music, American malls and American maidens – in fact, just about the only British Adam Chatfield has left in him is his accent...





Steve Cox is an American moto-journalist who follows the entire AMA SX/MX tour. Since moving on from US weekly Cycle News he's struck out on his own to do the freelance thing and last year launched a new bi-weekly MX magazine – Motocross Illustrated – covering both AMA and GP action. He knows the sport and its personalities like few others and as our US Editor provides insight straight from the Stateside scene...



ADAM CHATFIELD



Adam Chatfield has been living in America for so long that just about the only British he has left in him is his accent. His favourite movie is Jackass Number Two, his favourite musician is Californian gangsta rapper Too Short, his personal vehicle is a Dodge Ram 2500 pick-up, his favourite TV show is The Hills on MTV and he shops at Wal-Mart.

"I like McDonald's breakfasts," says Adam. "I like Wal-Mart. I go there often. But I like my accent. The girls like the accent. It's kind of cheating but it helps a lot. With my looks I've got to have something going! I'm not complaining."

Much in the same way as David Lee Roth, he seems to prefer California girls too. "Because it's always sunny in California they wear less clothes, which is good," he grins. "You can't really see them in England – they're

wearing long coats and beanies."

As Adam's pretty much lived and raced in the USA since he was 14 years old he's never learned to drive on the 'proper' side of the road. "I went back for Christmas and New Year to see my mom and stuff and that was kind of weird driving there. It was real dangerous because the roads are real small and narrow. It was sketchy."

Chatfield says the lifestyle adjustment was substantial when he moved to the USA. "In England, a lot of the teenagers, all they do is go down to the pub and drink and smoke at my age," Chatfield says. "That's all they do. That's all they look forward to, all my friends. I just want to get away from that. I've never had to be around that because I raced. Otherwise, I'd be doing other stuff."

He's also not into football, cricket, rugby, fox hunting, badger baiting or any other traditionally British sports.

"I don't like other sports, really. All I care about is motocross." But all the Brit hasn't left him though – he still has his mum send him DVD copies of Little Britain, although his American friends don't seem to get it.

And he says he wouldn't trade his life in America for the world. "It's been good. I like it over here. I don't really want to race in Europe too much. This is where the future is and this is where I want to be."

Not that he thinks there's anything wrong with the way his countrymen are going about it. "It's good what Billy MacKenzie and Tommy Searle did," Chatfield says. "They stayed in Europe and got used to it there. I think they'll have a lot more fun when they come over here. But I raced as an amateur here and I didn't have quite as good of a break for good rides straight away. But I think this way will work out good."



Adam's earned a supported ride Stateside the hard way

But Chatfield is starting to consider himself a supercross racer after grabbing 10th place in San Francisco in his debut with the MDK/Lucas Oils/Wonder Warthog team.

"I'm getting better at supercross," Chatfield says. "I like it. I just keep practising. There's a couple tracks where I stay at so that really helps a lot. There aren't really any supercrosses in England. There's a couple small arenacrosses – they call them supercrosses but it's more like American arenacross."

After starting the year as a privateer, the Wonder Warthog Racing (WWR) team picked Chatfield up to replace Brady Sheren. "I was riding Hondas and doing my own thing and I'm good friends with Dana Kellstrom [of WWR] and I got into the Hog Haven [the privateer side of the WWR rig]," Chatfield says. "I did pretty good at the first round, then I crashed the next week in Phoenix and hurt my shoulder. I tried riding but my shoulder hurt too bad so I couldn't ride there. I was kind of bummed out because I just came off a 14th at Anaheim I which I was pretty happy with."

"That's why when this deal with MDK/Wonder Warthog came up I had to take it, you know? It's good. It helps out a lot. I'm just glad I've got no worries now. Before I had to go take my bike to Crower [an engine-mod house] and get it all adjusted and I was running around with too much other things going on. Now I can just concentrate. I've got a good mechanic and they just bring the bike to me and I turn up and ride. I can concentrate on training and riding."

It was a bit of an adjustment to make from a Honda to

a Yamaha in only one week but Chatfield got his best-ever finish the following weekend.

"We tested a couple days and the mechanics worked really hard trying to get the bikes ready just for this week," Chatfield says. "I'm surprised. I was real happy the way it was this week. I thought it was going to be a lot worse and it turned out good. Everybody worked really hard to get me a bike together and I think it'll just get better and better from here on."

His top finish ever in professional racing in America so far has been an eighth place in one moto at last year's season finale Glen Helen National. "I did five outdoors total last year but I rode the 250F class at the first four rounds and I got hurt," Chatfield says. "I hurt my shoulder – the same shoulder I hurt at Phoenix this year. So I just decided to ride the 450 at Glen Helen. I actually took both a 250F and a 450 to make sure I could swap classes and they let me. I had a good 450 and I got eighth the first race which I was really happy with."

As the only Brit currently racing in the AMA Adam knows he has a bit of a following in England and plans on heading back to his homeland for a couple races soon.

"I always go on the boards in England – like Adrenaline Trip – and I see people rooting for me," Chatfield says. "It's good. I'm actually going to go home and try and ride the first two rounds of the British championship. I think it's in the beginning of March so I'll see where I'm at. I think I'll be ready for this year. Jason from Motocross World will be doing my suspension and engine and they've got good bikes so it'll be good."



Chatfield actually moved his racing programme to America because of issues out of his control. "In England probably five years back there was Mad Cow Disease [he means Foot and Mouth – SL] and all the tracks were on farms," Chatfield says. "You couldn't ride anywhere. So we decided to come and try it over here and I've been going back and forth ever since."

Chatfield started riding young but took a hiatus right away – it seems the racing gene took a while to show itself. "I first got a bike when I was three and then I didn't want to ride it again until I was seven," Chatfield says. "I don't know why. I was just over it I guess. I crashed one day in a field and then just didn't want to use it and left it for four years in the garage. But my dad took me to a race and I've been racing ever since then, really. I wish I did keep going now, though. It would've helped me a lot."



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HARD N' FAST!

Just when it looks like Stewart's taking control,
up pops Ricky – and Speedy Reedy's back on it as well...



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4 Michael Byrne	73
5 Ricky Carmichael	69
6 Kevin Windham	66
7 Nick Wey	60
8 Travis Preston	60
9 Heath Voss	55
10 Ivan Tedesco	53

Ricky Carmichael – not bad for a part-timer!

Nick Wey takes three holeshots but only gets a cheque for one...



Just when all signs point to a James Stewart runaway in the AMP'D Mobile/AMA SX series, up pops the promise of more hard racing in the coming weeks. After dominating Anaheim I – round one of the series – Monster Energy Kawasaki's Stewart heads into round two in Phoenix with the knowledge that Makita Suzuki's Ricky Carmichael has won in that venue the last two years.

"Phoenix is special to me," Carmichael says. "Obviously, family's from here and I got my first 250cc podium here in 2000 so that's very special because I'd worked so hard to get that and it finally came. I like everything about it, kind of like how I like Atlanta – you just walk in there and the smell and the surroundings, you just feel so good. This is a great venue."

With San Manuel Yamaha's Chad Reed still on the mend from his crash before A1, most assume it will be either Carmichael or Stewart on top of the box by the end of the night. Xyience/MDK Honda's Nick Wey grabs the holeshot with Stewart right behind and Reed and RC mired in the pack but the race is quickly red-flagged when Wey's team-mate David Vuillemin crashes.

On the restart Stewart's team-mate Timmy Ferry looks to have the holeshot, only for Jeff Dement to steal it from the outside. Carmichael goes immediately into the lead and only a few turns later Stewart grabs second and Reed grabs third.

On lap eight, Stewart makes his move. "I just felt like the lines I was running in practice and the heat race just weren't working and it was as simple as that," Stewart says. "I knew I had to pick it up somewhere, otherwise he was just going to run away from me. I saw a few places that I thought I could make up time and I went back and looked around to see where I could make up a little more time."

For the next 12 laps Stewart leads Carmichael and Reed and grabs his second win in a row, although barely over a second in front of Carmichael who obviously isn't happy to miss out on the top step of the podium. "I'm always bummed [when I lose]," Carmichael says. "That's just the competitive nature in me. But the guy's riding good. You can't discount that. We're really close. Dang, it's just that I really felt that I was faster everywhere except the turn before the second set of whoops and that finish line and I'm anxious to see it on film because I felt solid everywhere else."

"It just seemed like he was turning exceptionally well there and it's just frustrating. I know we're better than that. Suzuki's been working really hard and our engine is simply amazing this year. Ian and Roger and everybody at the shop have been working exceptionally hard and we've got a great package. We just need to be a touch better. I'm actually looking forward to having a little bit more time and being able to perfect that thing."

The series heads back to Anaheim for the second time a week later and there is already talk of the perfect season for Stewart – especially since Carmichael's sitting out Anaheim II and most of the remaining supercrosses.

"I already went perfect in the heat races [in 2006] so I don't really care to do that anymore and I'm not looking forward to being perfect in all the supercrosses," Stewart says. "The only goal I have is to put myself in the best position to win the championship. I don't care about winning races here and there, I want to be there for the end. As long as I keep doing the work that I do during the week I'll be fine. I think it's helping me out a lot that I see where I want to be at and I know when the Main Event comes I feel super-strong."

Wey gets revenge on his lost Phoenix holeshot as he claims the \$1500 prize at the start of the Main. Stewart goes by Wey quickly and then gets out to a large lead right away. Reed eventually makes his way into second and Wey hangs out in third for the rest of the race. The podium is set.

"I knew that James was gone and I just tried to pick Nick off and put some smooth laps together," Reed says. "It was exciting to have a new guy on the podium and I'm super-pumped for Nick. Nick's a great guy and he has good people behind him to make that happen. There are a lot of factory guys out there that he beat so I'm pumped for him."

However, Wey's podium is taken from him the day



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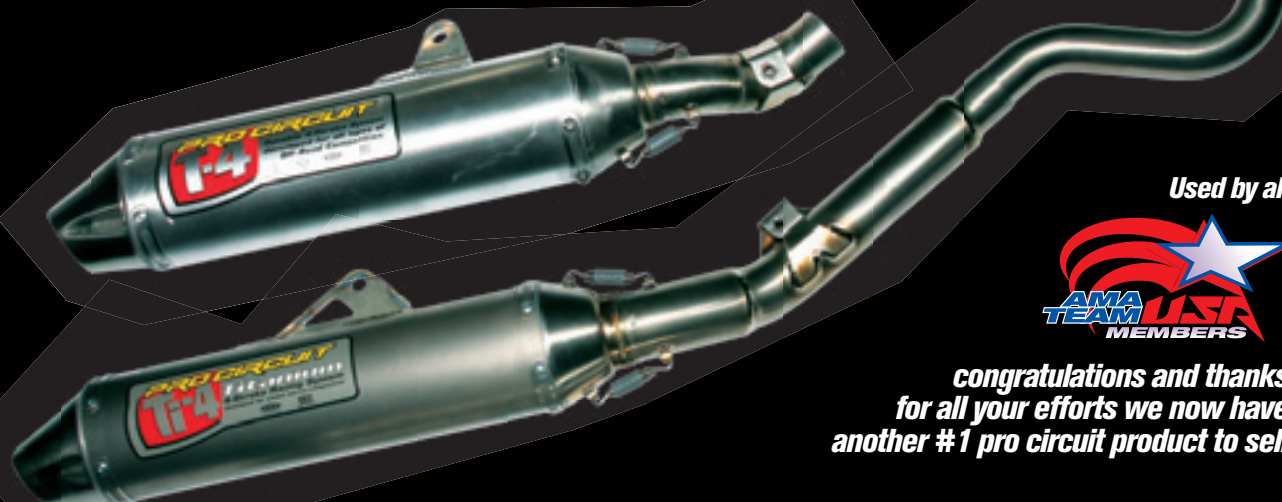
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Villopoto (#51) and Gosselaar stage a Pro-Circuit fly past!



LITE WORK

Villopoto in front

After five rounds the Lites West Coast SX series has been dominated by Mitch Payton's Monster Energy/Pro Circuit Kawasaki squad with Ryan Villopoto winning four of the five rounds and his part-time team-mate Christophe Pourcel winning round two in Phoenix when the team actually swept the podium.

With only three rounds remaining Villopoto already sports a 31-point lead, making it a very real possibility that he could clinch the title after two more races.

SERIES STANDINGS

Lites

1	Ryan Villopoto	122
2	Jason Lawrence	91
3	Jake Weimer	74
4	Chris Gosselaar	65
5	Josh Grant	64
6	Matt Lemoine	63
7	Josh Hansen	62
8	Steve Boniface	61
9	Josh Hill	52
10	Kyle Partridge	51

Speedy Reedy ain't no whipping boy this year – unless it's for photos



Stewart hits the deck in San Francisco – Reed just misses him



before the San Francisco round when it's determined that his fuel had too much oxygen in it and he's DQ'd. He also loses his holeshot money – again.

Reed gets the start in San Francisco with Stewart and Carmichael chasing. Stewart stalks Reed for three laps before making his move, only to have Reed fight back by. On lap seven Eric Sorby – who's being lapped – puts Reed up into the Tuff Blox, allowing Stewart by for the lead in the turn before the finish-line jump.

"He looked right at me and then just stopped and then I thought 'okay, I'll go around the outside' and then he just went straight there," Reed says of Sorby. "It was a good move. I think he got his five seconds of fame on TV and he'll be happy tomorrow."

But the very next lap Stewart finds neutral on his KX450F in a tabletop-to-tabletop section and goes over the bars right in front of Reed. "The ruts were starting to get so deep that I kept dragging my footpegs and it just packed up with mud through that whole section," Stewart says. "And when I jumped onto that tabletop I was sitting on top of footpegs and with the force I just hit it down to neutral because I was in third gear and I couldn't tell because I was going so fast until I went to gas it and then there was nothing there. I did a pretty good job of jumping off and then the bike was still running and right

then I knew I still had a good chance."

Reed misses Stewart but he's held up momentarily, allowing Carmichael to close right in on his tail. After three laps of chasing Reed, Carmichael makes a pass on lap 11. But Reed pushes right back by again, only to lose control in a rhythm section and go down.

Carmichael takes over the lead but Stewart is close enough that the race is far from over. Then Stewart makes a second mistake that seals his fate, stalling his KX450F in a rhythm section. From there Carmichael knows he just has to be smart, pick through the lappers and stay on two wheels. And that's exactly what he does.

"They gave it to me tonight but I was just back there waiting," Carmichael says. "James was making mistakes in the triple-triple section and Chad was just kind of out there in front putting laps together. To be honest, I was just waiting to see how it was going to unfold. Some chaos started happening and I almost bought the farm on the finish line – and that was a little crazier than I wanted to get – but I'm just really enjoying this. I know it's coming down to the end here and I'm just really thankful to the team and I'm really enjoying these wins."

Carmichael again vacates the series – this time until the Atlanta round – and many figure that Anaheim III will be all about Bubba. But Reed is feeling healthy again.

Wey grabs his third holeshot (even though the first two didn't count) in front of Stewart and Reed and both of them quickly go by the Honda rider. The battle intensifies on lap five when Stewart slides out and nearly crashes in a right-hander. Reed jumps past Stewart for the lead in an infield rhythm section on lap six but the two make contact in the process. Stewart then stuffs Reed in a corner on the same lap, much to the annoyance of the crowd who boo Stewart for the remainder of the race and on the podium afterward.

"It was just racing," Stewart says. "I don't have any hard feelings of him [Reed] hitting me. It kind of caught me off guard but that's racing. I want you guys [the fans] to understand that it was just good racing and I hope you liked it."

If Reed has any hard feelings toward Stewart he doesn't let them show during his podium interview. "I'm super-excited," Reed says. "It's so much easier to get out front and have some battles. The last couple years I haven't been up in that battle and it was just fun to get up there with James and go 20 laps. It was a good time. I wanted to put an end to that Anaheim win streak [of Stewart's]. I didn't do it but I'm looking forward to next weekend."

And so is everyone else...





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TOUGH ENOUGH?

If you don't fancy forking out fistfuls of moolah to race the ISDE in Chile there is a cheaper - and more challenging - alternative just 27 hours drive away...

Words and photos by Team DBR/No Fear

FOR THE second year in a row the International Six Day Enduro is being held in a ridiculously remote location. After taking a trip Down Under to New Zealand in 2006 the '07 edition of the event is due to go off in Chile which makes it unfeasible for most British club riders/teams to attend what was once the premier enduro event in the world.

So what do you do if you're not up for spending the family fortune on a trip to South America but you still need your fix of multi-day international enduro action? The answer lies a little closer to home - not close enough to take away the adventure aspect but certainly close enough to make it a goer for almost everyone.

The Red Bull Romaniacs starts June 17 in Sibiu, the cultural capital of Romania, one week after the Erzberg Rodeo in Austria. The Romaniacs - much like Erzberg - is fast becoming one of the most popular extreme enduros in the world, attracting a mix

of top pros and ultra-keen weekend warriors.

Similar to the ISDE, riding in the Romaniacs means pushing yourself to the limit for long hours day after day in some of the best off-road terrain the globe has to offer. But unlike time-card enduros such as the ISDE, BEC, WEC or EEC there's no waiting at time checks for your minute to come up and there's no chasing your tail around the same loop all day.

You can expect to cover around 100-200kms a day depending on which class you enter and it's all against the clock. That means going as fast as you can for as long as you can through grassy meadows, up steep rocky climbs, down dodgy root-filled descents, through deep river crossings and between trees in dark forests. If you can imagine racing through an off-road heaven where the locals are actually quite pleased to see you then you're probably about halfway there - it really is that good!

There are five classes of competition to



choose from. The Pro class is most suitable for fanatically-fit enduro machines or suicidal maniacs as some of the pro-only routes for '07 are rumoured to be dangerously difficult. It's also the only class where riders go it alone.

The Expert class is tackled in teams of two. The going's still tough but by being able to work together you and your team-mate should be able to make it to the finish.

The Hobby class is slightly easier than the Expert class and can be tackled by teams of two or three riders. Fitness and good bike handling skills are still an essential element for entrants of this class. There's even an ATV class for our four-wheeled friends – nuff said about that me thinks!

And new for '07 is the Tourist class which is aimed at riders who want to soak up the special atmosphere of the Romaniacs without pushing themselves too hard. Teams of two to four riders compete in this class – the only one that

doesn't take on the Prologue.

Taking part in just the Prologue would be worth travelling to Romania for. The inner city extreme enduro draws massive crowds to the streets of Sibiu as the Romaniacs racers line up for 30-minute motos of pure carnage as they race over logs and wrecked cars, through buildings, across gap jumps, up wall rides and over every other type of synthetic enduro obstacle the Romaniacs team can produce.

While the Prologue creates heroes it's the rest of the rallye that wears them down and quite often breaks them. To do well in the Romaniacs takes something special, a polished performance from a professional rider. It's so tough that even WEC winners who have taken on this event have been beaten both by the competition and the going itself.

One man who's won the Romaniacs more than any other is Frenchman Cyril Despres who's an enthusiastic supporter of the

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Do you believe in fairies?
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The big mystery of the Romanians...

The GPS and how to use it!

One of the toughest things about competing in the Red Bull Romanians isn't the drive to Romania or even the relentlessly tough going. No, the biggest problem newbies to the event face is finding their way along the track using the GPS no matter what the organising crew tell you the course really isn't that well marked and if you wanna finish and finish well you'll need to know how to get the best from your GPS.

If you don't already know it the letters GPS stand for Global Positioning System. GPS systems are commonly used for route finding (think Tom Tom) or vehicle tracking (think nosey bosses stalking your company car).

As well as showing you the way, a GPS is essential for the Romanians so you can call in your exact coordinates in the event of an accident or breakdown so the emergency crew can come and save you from the wild and woolly Carpathian Mountains.

To help newcomers to the event get their heads around the GPS aspect of the event, race director Dougie Maclean has prepared a GPS training guide that's available to download for free from the Romanians website. The 12-page PDF is the definitive guide for getting the most from your GPS and is essential reading for all Romanians participants. Check it out at www.redbullromaniacs.com

Our boys...

Team DBR/No Fear

After ducking out of last year's race due to the Dawg getting a dastardly stomach infection, our pair of intrepid – or is that inept? – explorers are all set to take on the Romanians again in '07.

Apparently Suttly and Geoff have been training hard for this year's race and have spent so much time together they're now almost like family/lovers. They think they've learnt from last year's errors and will be a formidable force at this year's event.

We're not sure how true that actually is but if they have ironed out all their flaws and are as close as they say, then we think they should change their team name to the unstoppable Formidable Force Kin.

Seriously though, preparations are going well and with the full support of top-techs Spode and Angry Gary – Dean Sheller and Gary Pilbeam – we'll be expecting a good finish from the team. Go get 'em girls!

Mmmm, beefcake!

© Stefan Aufschneider / Red Bull Photofiles

event. "The landscape is a dream and the trails are probably the best enduro tracks I've ever ridden on," reckons Despres who's also just won the Dakar rallye. "The race is difficult, long and hard but it suits me. I have a lot of respect for anyone who makes it to the finish line."

And Cyril's not the only top name to have competed in the event. Over the three years the Romanians has run top names such as seven-time WEC champ Kari Tiainen, five-time

WEC winner Giovanni Sala, South African rallye legend Alfie Cox and Bartosz Oblucki have all taken on the event with varying levels of success – but there's never been any top name Brits.

This a fact that troubles Scottish Romanians race director Dougie Maclean. "The Romanians think their terrain here is too tough for us soft Brits so it would be great to prove them wrong. I'd love to see some real British enduro

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Other boys...

Team MX365

After initially finding out about the Romaniacs after reading DBR, Jason Ecclestone and Jon Kingston from Motocross 365 in Tenerife figured they needed to get in on the action and are all set to join the race to Romania in '07. We caught up with the pair up a Tenerife mountain to ask them why they wanted to do the Romaniacs.

"For us it's more a case of why not do it," reckons Jason. "We've both been riding dirt bikes for more than 20 years but up until now we've not competed in an event like this."

"We both have industry contacts, bikes, use of the MX365 motorhome and time off is no problem. We also find ourselves in the fortunate position of being able to ride often so we felt that now is the time we should do this race. If all goes well we'll probably find ourselves at Erzberg in 2008!"

romaniacs

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KEY FACTS!

Romaniacs run down...

For the 1080 Euro – per rider – entry fee you will receive a welcome dinner, six days half-board in a three star hotel (breakfast and evening meal), daily pasta dish (don't get too excited by this), access to the riders' VIP lounge, petrol top-ups along the course, free drinking water and Red Bull, the full course programmed into your GPS and the use of rescue teams should you need them. You also get the chance of becoming a global star as daily news from the race is sent around the globe by the press department and daily updates – videos, pictures and results – are uploaded to the event website.

The entry fee doesn't include the cost of getting to Romania. If you go the most direct way to Sibiu from the Calais ferryport it's approximately 1270 miles – for a great deal on cross channel ferries it's always worth contacting Billy Nutt at www.nutttravel.com on 028 7035 1199.

Calais to Sibiu takes roughly 26 hours of driving to get there. Depending on the timing of your trip it's possible to comfortably drive the distance over two days – rotating drivers every few hours – so you'll need to budget for additional meals and hotels as well as diesel. Don't forget to buy road tax in Austria, Hungary and Romania – the traffic cops seem keen to extract every bit of money from you they can if they think you're not running legally!

As well as the 1080-Euro entry fee you'll be expected to hand over 350 Euros per rider as an emergency bond. If you clock in properly each night you will get it back at the end of the week – don't forget to collect it! You'll also need extra food, beer and emergency repair money.

The event is sanctioned by the FRM – Romania's equivalent of the ACU. An international enduro licence with a document granting start permission is something you'll also need to compete. It is possible to arrange an FRM one-event licence although you'll have to pay extra for that and a medical test before the event starts.

One thing that's very important at the Romaniacs is having enough tyres, tubes/mousses and spare parts with you. If you're running a KTM it's more likely that you'll be able to pick up a part you haven't brought as the Austrian marque is the only manufacturer to have a serious presence at the event. That said there's no guarantee they'll be able to help you out so your best bet is to be prepared!

Gio Sala is a big name attracted to the Romaniacs



hardmen out here – riders like Richard Hay, Wayne Braybrook, some of the Jones clan, Chris Hockey etc.

"We have enduro champions from Germany, New Zealand, France, South Africa and even America but none from Britain. Yeah, we have you Prologue whippers coming back and guys like Martin Sandiford, Justin Wilson plus four or so other teams coming so far but I want even more Brits here and I want them all over the podium!"

And Dougie's right, it would be great to see more Brits out there and it would be super-sweet to see a British clean sweep of the podiums! So get your skates on and get your entries in at www.redbullromaniacs.com – like Gregg Godfrey says in Lock n' Load, "if you don't do it now then you never will!"

So do it now or regret it forever! For more information than you can shake a sh*tty stick at check out the event website at www.redbullromaniacs.com

Sebastien Pourcel was almost untouchable in the French championship but couldn't beat his brother in the GPs



BIG BROTHER!

Once tipped as the bright young thing of French MX, Sebastien Pourcel has been eclipsed by his baby bro Christophe – but his winter switch to MX1 could change all that...

Words and photos by Alex Hodgkinson



MOTOCROSS GP racing is hard and when your younger brother is the hottest property on the planet it doesn't make it any easier to believe in yourself.

Three years ago Sebastien Pourcel – 22 this month – was the shining star on the horizon in French motocross but an injury-plagued 2005 and 10th in the world last year have not upgraded his CV.

There's a fine line between winning and losing – clearly illustrated by the differing fortunes of the brothers from Chateauneuf-les-Martigues. While Christophe kept a firm grip on the red plate in the GPs from early summer, Sebastien had to drag himself back from a torrid series of early season DNFs.

But in the French nationals it was Sebastien all the way with the world champion unable to sniff his brother at times on home turf. Sebastien is philosophical about it. "It's different in the French championship. There are just Christophe and me, after come Nicolas Aubin and Boissiere but even they are too far behind to be a real threat. In the world championship there are 10 riders we have to beat and Christophe has done it better than me." ►



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*Little brother Christophe
clears off as Sebastien
bites out in Sweden*



And to such a degree that Seb only headed his kid brother four times in 30 motos at world level. "That's life. I don't think my approach is any different but I have had many problems in the world championship races and afterwards it was not the same in the head for most of the summer."

The brothers have different personalities with Christophe cool and introverted, a direct contrast to Sebastien's out-going nature. Could this be a key to their different fortunes on the track? Maybe so – although Lady Luck certainly played her part.

Three breakages – one in Portugal and two in Germany – during the first quarter of the campaign were not the start anyone would wish for. "That was bad for my confidence. At Teutschenthal I had won my qualifying heat and was running second in the first moto. I was relaxed – just behind my brother – and the engine broke. Then in the second race I broke the gear pedal on the second lap.

"It was just bad luck that it happened to me at the GPs. Christophe broke the bike too but his engine broke during practice during the week. There were problems with the cylinderhead. The factory reacted quickly, we had new parts and we never broke again but I was already out of the title fight."

It wasn't all about bike problems though and crashes and some severe bouts of fade didn't help. The crashes? "Yes, like in Sweden, first in qualifying, then in the first race many times. It was in the head, I wasn't concentrating." The arm pump? "It was just one or two races – in Sun City and for a short time in Namur but there I came back again and got on the podium with my brother.

"At the beginning of the year we were both going for the title but I had problems and everything went okay for him. This has not been a good season for me but if I finish top 10 and Christophe is champion it's not so bad."

Back in mid-summer Seb had not moved over for his brother at the Italian GP as they disputed third place in the first moto. "Later in the series I was prepared to do it but Montevarchi was too early in the year to start doing things like that. I would prefer that Christophe win the title and I finish 10th instead of sixth if those two points had meant him finishing second in the series. But I would do the same for anyone in that situation if they were my team-mate."

Having ended '04 as an almost permanent fixture on the podium, 2005 was a disaster. "That was a difficult season for me. I was on the podium at Zolder but then I broke my arm in Portugal. I tried to come back too soon. I saw Christophe racing near the front and I was getting frustrated. That's hard. And I had problems then for the rest of the year. I should have waited until I was ready. I was having to work too much to try to get back on the pace – too much work during the week and then I was tired at the weekend. But I was over the injury after the winter."

And how he proved it in the warm-up races at Pernes and Valencia! "They were two good races with the 450. I decided to do it so that I could be racing near the front in the international races. I wasn't thinking about a move to MX1 when I raced the 450 in Pernes but now I think I can do well in the GPs on the bigger bike.

"And, after what happened to me last summer, I must change to MX1 next year. I am not too old for MX2 but I need a change of scene, a new challenge. I think Pernes already proved that I have both the strength and the style for MX1. Even Everts was not a problem – he is really fast but I am not Ramon, I was not scared of him."

And Seb's speed at the Nations where he mixed it with the best for seventh in the closing moto confirmed him as a class big bike rider.

So does that mean Seb would like to stay long-term in Europe? "I would like to go to America but I will take it one year at a time. I will wait and see what opportunities arise. Since I was a kid I have looked to America and the racing there and I would like to race there full-time sometime. But I don't know when. I must have the right deal – 2008 is still wide open but first I race MX1 GPs in 2007."

And can he challenge for the title? "We will see. I am not afraid of any of the opposition and everything is possible. But now I have to work for it."







AFTER EIGHT...

...rounds it'll all be over but we've still got the full Maxxis British motocross championship to look forward to - and it's gonna be mint!

Words and photos by Suttty





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**Mike Brown heads up
Honda's MX2 challenge**

Gordon Crockard



IF THE 2006 Maxxis MX1 and MX2 title chases were anything to go by then this year's British motocross championship should be a real barnstormer too. Okay, the MX1 results sheets looked a little dull at times – especially after defending champ Josh Coppins popped his shoulder, Swordy spanked-out and Ken De Dycker tuned himself into British circuits so well that it left most of his competition wondering what's the frequency Kenneth?

But leaving crappy crap band related jokes aside and also ignoring the fact that De Dycker walked it in MX1 by a country mile, the on-track action at last year's races left little to be desired as the battling Brit-pack of James Noble, Mark Jones and Gordon Crockard scrapped it out with foreign imports Julien Bill and Nev Bradshaw on a round-by-round basis.

And the MX1 battles were only one half of the story because the MX2 title chase had great racing from first to 40th at all eight rounds! Billy MacKenzie, Carl Nunn and Tommy Searle scrapped it out at the front all season long in a no-holds barred fight to the finish which wasn't decided until the very last moto of the year.

The good news for Brit MX fans is that all the above mentioned riders bar Coppins and Bill are back full-time in '07! And as well as the aforementioned regulars there's a selection of championship newbies and the eagerly-anticipated return of a former champion!

But before we open that can of

worms let's take a look at the movers and shakers of MX1. CAS Honda's defending champ De Dycker must start one of the favourites to regain his crown but what about MX1 class returnee Billy MacKenzie. Billy's picked up the factory Kawasaki ride vacated by Swordy with Jan De Groot and if the Scotsman can bounce back from a pre-season collarbone injury there's no reason why he can't give Ken a good run for his money.

And what about the others? Well, Crockard's back on it for '07 – he's fit, he's motivated and he's got good bikes and great support from the PAR team. Jones starts '07 on a new bike and it remains to be seen how sharp MJ's gonna be on the Wulfsport Kawasaki. If there's one thing working in Flamin' Moe's favour it's the fact that the Wulfsport squad are now working closely with the GPKR team and could well benefit from Sebastien Pourcel's winter development programme with the KX450F.

And let's not forget the class wildcard – and they don't come any wilder. Brad Anderson makes the move to MX1 on the Pioneer Yamaha and the two-time British four-stroke champion should stir things right up! The tenacious Tow Law resident ain't afraid to bang bars with anyone and he certainly has the fitness to go for 35 minutes plus with the throttle to the stops – riders and spectators alike need to watch out for Brad in '07!

Four other riders you can expect to see mixing it up in the



**Brad Anderson moves
up to MX1 for '07**



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Scott Probert and Jake Nicholls go bar-to-bar



Martin Barr sticks with Bike it Yamaha

top-10 are all Honda-mounted – PAR's Nev Bradshaw plus privateers Mark Eastwood and Danny and Jody Smyth.

Riders swapping teams and the inclusion of three international imports – Mike Brown, Sean Hamblin and Carlos Campano – are the big news in MX2 as aside from the Molson boys – that's Tom Church and Gareth Swanepoel – all the major championship challengers are new faces or at least old hands on new bikes.

Brown's already a familiar face in the UK as he's done two full seasons with Dave Thorpe's CAT squad in '99 and 2000 as well as managing roughly two-and-a-half rounds for RWJ in '05! This time it's CAS Honda who've secured the services of the ex-AMA and British champ in a bid to bring MX2 glory back to Honda. When correctly motivated Mike's still lightning fast – look for Brown to be on the podium throughout the year.

Hamblin's better known as a big bike outdoor rider Stateside but has signed for the all-new Swift Suzuki team to run in MX2 alongside British young-gun Elliot Banks-Browne. Something of an unknown quality on a 250F outdoors, Hamblin did finish in the top-10

several times in the East Coast SX Lites class in '06. Sean's undoubtedly quick and an excellent addition to the British series.

The third international newcomer is Campano who's signed for Bike-it Dixon Yamaha. Carlos has been nurtured through his career so far by the RFME KTM squad and being based in Blighty could come as quite a culture shock for the young Spaniard. Campano's not expected to challenge for the title this year but he should be thereabouts.

Another newbie at Bike-it is defending champ Carl Nunn who seems more motivated than ever. Carl looks pin-sharp in pre-season testing and it's gonna take a very special performance from someone if they're gonna steal the #1 plate from him. But if there's one man who's capable of challenging Carl for the crown it's Tommy Searle. The 17-year-old's now mounted on a factory KTM and with the guidance of Jamie Dobb – Britain's last MX world champ and the youngest ever British title winner – he's improving massively each and every time he swings his leg over a bike!

Other top Brits you can expect to see in the top-10 are PAR's Wayne Smith who's now fully



Gareth Swanepoel's flash – and so's Buster Yarrington



Tom Church and Jason Dougan should be back in the thick of it this season

recovered from an injury-filled '06 season, Suzuki stars Jason Dougan, Lewis Gregory, Banks-Browne and Jake Nicholls plus Wulfsport Kawasaki's Shaun Simpson and PAR Honda's Ashley Greedy.

It would be possible to theorize about who'll win what until the cows come home but there's only one certainty – depending on how anal you are – about this year's series and that's we won't really know a thing until the gates drop at round one...

• For even more information and regular updates on the Maxxis British motocross championship log on to www.mxgb.info and www.dirtbikerider.com

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RACES IN PLACES

The when and where of the Maxxis...

Round one – March 11

Canada Heights in Kent is probably the best-attended round of the year and when you drive into the circuit that's situated close to the M20/M25 interchange near Dartford you'll see why. Long hills, big jumps and an all-weather surface make the 'Heights' the perfect place to start the perfect series.

Round two – March 25

Landrake's a relatively new venue on the Maxxis calendar but it's most definitely one of the best. Set in rolling hills on the Devon/Cornwall border, the track is fast and flowing but still requires riders to have good jump and timing skills. Good in the dry but better when wet, Landrake's well worth a blast down the M5.

Round three – April 8

Lyng is one of the fastest, roughest and most brutal circuits on the entire tour and the perfectly manicured and deceptively smooth sand surface that greets the riders before practice bears little resemblance to the whooped-out, rut-fest you'll see at the end of the day. The Norfolk circuit also has a frighteningly fast first corner which you can almost guarantee will wipe out at least one top rider during the day – Lyng's certainly not for the faint-hearted.

Round four – June 3

Manor Farm, Langrish, makes its debut in the Maxxis calendar this year after hosting the international Ken Hall Trophy event for the last billion years. Langrish is a natural terrain grassland circuit that should suit the British riders more than the series' foreign imports.

Round five – June 23

Hop on a ferry, catch a flight or even swim to Northern Ireland if you have to because Desertmartin's one race you don't wanna be missing. Sand, jumps, hills, rocks and a frantic first turn make this Saturday race at Crockard's Playground a must-see event.



Round six – July 8

If you've ever wondered what a round of the Maxxis series on an AMA-standard track would be like then get your ass to Whitby, North Yorkshire, for round six. Huge jumps, long washboards and killer rhythm sections add a whole new and previously little seen dimension to British motocross. Awesome!

Round seven – August 12

It's back up north (or down south again if you're Scottish) for the penultimate race of the year as Brampton – or this version of it – hosts its first ever British championship round in Cumbria, eh! Already a popular venue with the British four-stroke championship runners, you can expect to see some fireworks as the locals – including Pioneer Yamaha's Brad Anderson – will be giving it loads!

Round eight – September 15

Tricky off-camber turns, relentless ruts and a great view of the SAS training grounds give you three good reasons to head to Pontrilas for the final round (ooh, that's a fourth) of this year's championship chase which is also the second Saturday race of the year (is that five?!)

And if reasons one through four aren't enough to tempt you down to Herefordshire then remember that historically races at Pontrilas throw up plenty of surprises – and there's always a great big bouncy castle n'all!



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RE-WIRED!

If you've been taking our MX medic Alan Milway's advice your body should be in great shape for the coming season – but what about your mind? In the first of a series of exclusive DBR articles, sports mind coach Neil Drew presents the case for re-wiring your brain to win...

Words by Neil Drew

THIS IS the first in a series of bi-monthly articles devoted to the little known area of sports performance mind coaching.

In these articles we're going to lift the lid on the subject and try to give you an understanding of what it actually does, how it works, who's using it and why. We'll also tackle some controversial subjects and give you some tips and tasters of tried and tested techniques that really work.

I have the pleasure of working with a number of top MX and enduro riders – from GP-standard downwards – and a whole host of other athletes from a variety of sports. And do you know what? In many respects they're no different from club level riders and suffer from the same anxieties, limiting beliefs and fears. And I've helped all level of athletes from all manner of sports to overcome the same types of issues and the inability to advance past a weak part of their performance.

So why did they employ someone like me? What do I do? And how come they couldn't sort it out themselves or just practice until they got it right or got over whatever limitation they had? And where does working on your mind fit into competition anyway?

This first article is really an overview, an explanation of what is a vast subject. In future articles we will delve deep into some of the specifics and I will share with you some tips and a few techniques that will help every rider.

So what is this mind stuff all about then? In

simple terms, we as human beings are really a collection of programmed responses which are developed from our experiences as we go through life. Think about it for a minute – you're driving down the road approaching a junction and the traffic lights turn red. What do you do? The lights turn green. What do you do? Without applying any thought whatsoever, 99 per cent of you will have either thought or said 'stop' and then 'go'.

Another example. What do you do when the phone rings? Without applying any thought whatsoever you'll look for the phone and answer it (unless you're called Sully – SL).

Let's take this a bit further now so that you can begin to see and get a feel for where I'm going with this. There are several ways that we learn how to do what we do – for simplicity we will generalize with some important ones.

Spontaneous learning. Virtually everyone has at some point or another shut their fingers in a door and I bet that nearly everyone who has won't have done it again. This is because your brain has learned in a fraction of a second that it bloody well hurts, then put in place a system or programme to prevent it from happening again.

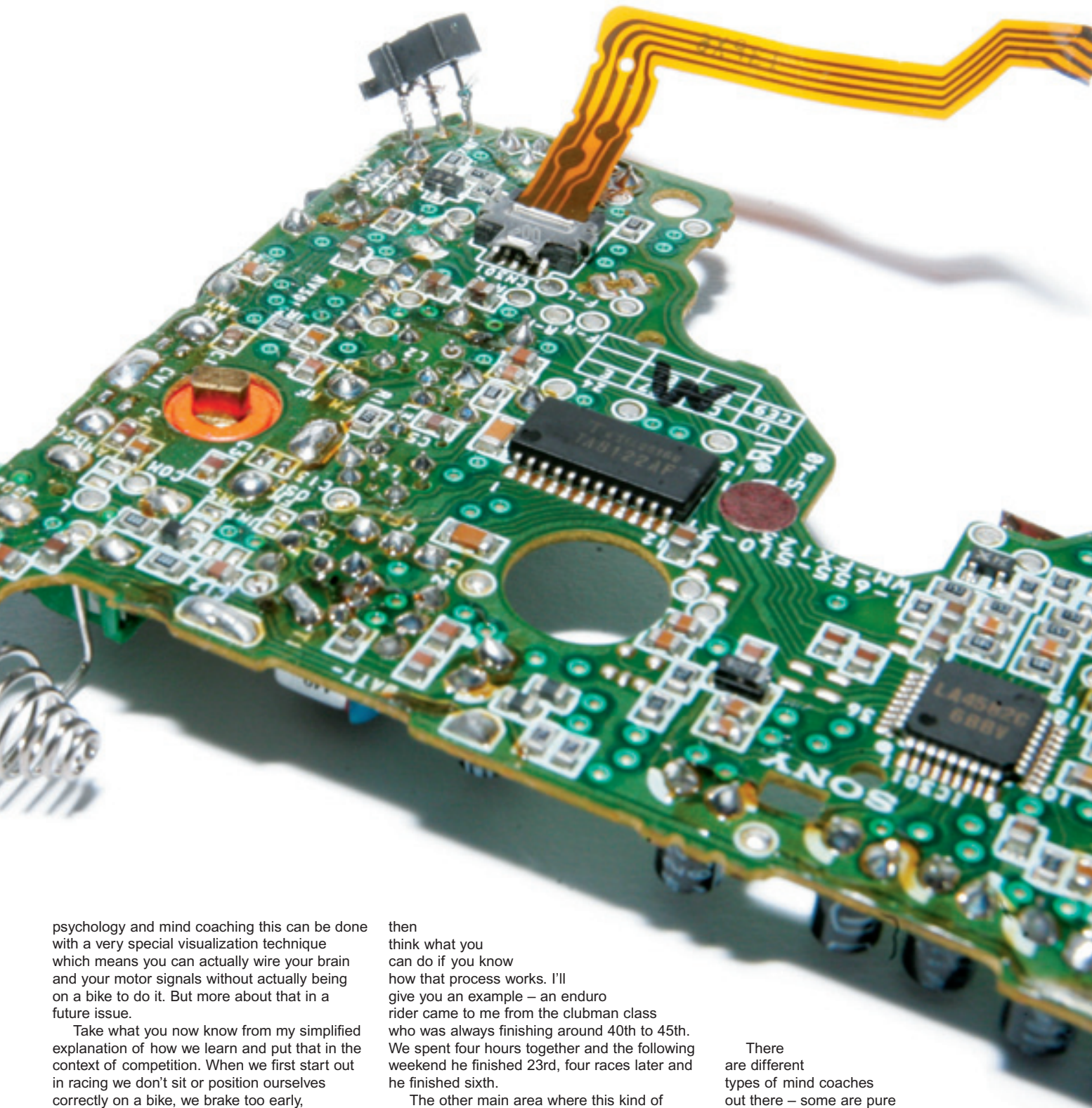
Then there is the more complex way of learning. Think about how uncoordinated and clumsy little children and babies are, now fast forward to when a child is say six years old – they're now able to talk, walk and run and pick things up and place them accurately. What has

happened is that through the processes of experimentation, copying those around them and practice they have been able to replicate movements and behaviours. And as this has developed, the brain and the neurology throughout the body have been wired to be able to replicate all these processes without need for thought or conscious effort.

How you programme your mind will determine the outcome of what you do. Think now about a time when you were learning something new and how you had to concentrate and think about what you were doing. A good one would be learning how to use a clutch for the first time. When you first learned you will most likely have been told to sit forward on the bike, pull in the clutch, put the bike into gear, build the revs up a little and slowly release the clutch until you felt it bite. Now you just hop on and don't even give it a moment's thought – this is because as soon as you start your bike the programme that runs the clutch action is in place and ready to kick in.

When the Chinese train their gymnasts they first of all teach them how to execute any given movement to perfection – then they have them repeat this movement perfectly 100 times. The reason they do this is because they understand that for anyone to repeat the perfection and have it as an automatic process it has to be second nature and run as a programme from the deepest part of the mind. Think of it as being in 'the zone'. With advances in





psychology and mind coaching this can be done with a very special visualization technique which means you can actually wire your brain and your motor signals without actually being on a bike to do it. But more about that in a future issue.

Take what you now know from my simplified explanation of how we learn and put that in the context of competition. When we first start out in racing we don't sit or position ourselves correctly on a bike, we brake too early, accelerate too late, take the wrong lines and generally employ the wrong coordination to our riding style. As we get better through the processes of trial and error, copying, asking questions, reading books, watching videos and maybe some technical tuition we improve little aspects of riding until one day the whole thing just clicks into place. This is 'the zone' that people refer to and is one of the many things that people like me help competitors find.

This 'zone' is a specific way of thinking and feeling, it's also an attitude and a behaviour – those competitors who reach the top of their sport will know all about this because they will be in it for around 70 per cent of every competition. It's a myth that you have to be special to reach the top (something else that we will discuss in a future issue) – it can be taught as it's simply down to rewiring the old neurology. Think about it this way, if you can learn to avoid shutting your fingers in a door in a split second and avoid it for years to come,

then think what you can do if you know how that process works. I'll give you an example – an enduro rider came to me from the clubman class who was always finishing around 40th to 45th. We spent four hours together and the following weekend he finished 23rd, four races later and he finished sixth.

The other main area where this kind of coaching is particularly beneficial is overcoming limitations. Very often a competitor will have a weak point in their competition – it could be a kind of jump, a particular emotion or a thought pattern that they go through. Maybe even a past accident is affecting their performance and they can't find their way past it. It's actually very surprising the variety of reasons that I hear. This is also where my profession comes into its own, being able to very quickly find out what it was causing the problem and then knowing what to do to put it right. And that's why competitors use mind coaches.

The most difficult thing is to explain how we do it. The most important part though is in the understanding of how we all learn, what competition is about and the unique set of emotions and thoughts that are required to perform at our best – something that you don't learn in any classroom. It's also about having the ability to 're-wire' the mind to be more effective.

There are different types of mind coaches out there – some are pure psychologists and they are good but I think that their approach can be quite a lengthy process. There are also those that work in the field of cognitive behaviour. What I do is a blend of many different fields, using many different parts of each to suit the needs of the client. If you are thinking of employing the services of a coach then take my advice and make sure that they are experienced, are qualified and best of all that they have themselves competed.

In our next article on the mind stuff we will explore what makes a champion different, how you too can start to think like one and we'll shed some light on how they became so good. You never know, we might even throw in the odd technique or two for you to experiment with.

• Neil Drew is a former MX and enduro racer and a qualified sports mind coach. He can be contacted via DBR or through his website at www.competitionmind.co.uk



TAKE FIVE...

...undisputable, cast iron reasons why you need to get yo' asses to Hawkstone Park for the UK's first big race of the year!

Words by g2f.co.uk Photos by Suttty

THE FIRST major event on the UK motocross calendar kicks off on March 4 when the Salop MC stage their ninth annual Hawkstone International MX. So with the action just a fortnight away, we hooked up with g2f's Jake Miller to come up with five cast iron reasons why you need to be there when the gate drops and the BS stops...

Seb Tortelli was a big draw in '06



Billy Mac makes his UK debut on a Kawasaki



Blast off in '06 with – from left – Ramon, Noble, De Dycker, Tortelli, Leok and Strijbos



1) It's a virtual Grand Prix!

The voluptuous entry lists for both the MX Open and MX2 classes are annually one of the main attractions of the Hawkstone Park International and 2007 is no different. In total – from over 100 contestants from 12 nationalities – there are 12 riders who boast GP victories, two ex-world champions, four former vice-champs, 19 GP podium-finishers, at least 10 winners of national titles and nine participants steering factory machinery.

The works Kawasaki, Suzuki, Yamaha and KTM teams glitter in the MX Open category while the MX2 roster boasts KTM representatives Tyla Rattray and Tommy Searle as well as top British squads Molson Kawasaki and Bike it Dixon Yamaha, the latter with new signing and double British champion Carl Nunn at the helm.

Only a handful of world championship regulars are missing from what could effectively be called the 16th Grand Prix on the 2007 calendar. The meeting is particularly significant for the maiden appearances of Britain's leading trio of riders – Searle, Nunn and Billy MacKenzie – on UK soil this season and the first chance for fans to see the '06 Motocross des Nations Team GB members running their new colours.

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2) It's an authentic world championship - and British championship - warm-up!

With the opening GP of the 2007 FIM world championship (celebrating its 50th anniversary this year) taking place just four weeks after the race in Shropshire, March 4 will be the ideal chance to size-up the main protagonists pushing for MX1 and MX2 title glory. There will not be another chance to see so many of the best riders circulating the same track before the gritty and nervy business begins for real at Valkenswaard near Eindhoven on April 1.

For riders including Ken de Dycker (CAS Honda), Mike Brown (CAS Honda), Tommy Searle (Red Bull KTM), Carl Nunn (Bike it Dixon Yamaha), Billy MacKenzie (factory Kawasaki), Sean Hamblin (Suzuki Swift), Shaun Simpson (Wulfsport Kawasaki), Mark Jones (Wulfsport Kawasaki), Gordon Crockard (PAR Homes Honda) and possibly Stephen Sword (Molson Kawasaki), the Hawkstone sand will be the final 'test' one week before the Maxxis British championship kicks off at Canada Heights.

3) It's a special venue!

This year represents the ninth occasion that Hawkstone Park has hosted Britain's largest international motocross event outside of GPs and the MXdN. The first incarnation of the present competition occurred in 1999, 43 years after Hawkstone was established by the Salop motorcycle club as a home for scrambling and hill climbs in the immediate aftermath of World War II.

Hawkstone has seen 30 GPs mainly in the old 500cc category in an age when the classes had separate series. The first British GP visited in 1954 as part of the European championship and since then the course has borne witness to some of the biggest names to steer a motocross machine including Nilsson, Geboers, Noyce, Mikkola, De Coster, Rahier, Malherbe, Jobe, Smets, Everts and, er, Sutton.

Now the famous and imposing sandy setting is also home to the British round of the trials world championship. Just how versatile can one venue get?

A fantastically detailed chronology of the club and circuit with anecdotes and interesting facts can be found on the official website at www.hawkstonemx.co.uk



The fans always turn out in force to see some of world MX's top riders



4) Billy Mac on the Kawasaki!

A neatly snapped collarbone while training in early January should not keep Billy MacKenzie – Britain's sole works representative in the premier MX1 world championship – away from his commitment to pre-season races.

The 22-year-old Scot has already admitted that Hawkstone will be an early highlight of a long and hopefully prosperous season for the double Japanese GP winner as he climbs on the Kawasaki 450 four-stroke for his UK debut.

MacKenzie will have positive memories of 2006's international when he lead most of the Super Final against a host of other MX1 riders on his 250F Yamaha and was only pipped to the chequered flag by factory Suzuki rider Kevin Strijbos in the final laps. Already shining in fitness tests prior to his 'off' while training in Scotland last month, MacKenzie knows that 2007 will be a big year for his career as he carries much of Britain's hopes in the MX1 series after a barren spell in which no home-grown rider has made the podium since the inception of the championship in 2004.

5) The show on offer!

The rumble of mainly four-stroke machinery will begin with MX2 qualification at 9am on Sunday March 4 and won't cease until at least 4.30pm with the drop of the chequered flag on the Super Final, followed by the pop of champagne corks to toast the new King of Hawkstone.

A full day of activity includes 40 riders qualifying for two motos per class (at 25 minutes and two laps each) and the top 16 from MX2, first 20 finishers from the Open category and four promoter's choices making their way into the Super Final. With two support heats the schedule boasts an impressive seven races. Aside from the frantic on-track action there will also be a vibrant trade area for all accessories and new 2007 products.

Special advance ticket prices mean that a family of four can save £25, adults can enter for £20 and children between five and 10 years of age for £10. Children under five are admitted free whether pre-booked or on the day.

For more details hook yourselves up to www.hawkstonemx.co.uk or call 0161 705 2280.



Brad Anderson is another top gun trading up to a 450



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the tough one

*Despite his rubbish lights,
Wakker pushes on
- yep, we prefer him in a
full-face lid n'all!*





TOUGH NUTS!

Well, okay, numbnuts is probably more appropriate as we let Walker loose at WOR's annual festival of pain at Nantmawr

Words by Geoff Walker Photos by Jonty Edmunds



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Ricky Roper opts for pushing power



Speed Trials – chaos!



Braybrook gets second

“YOU DID what exactly?” It seems Suttly and the DBR crew were up to their old tricks when the call came to let me know that my entry had been confirmed by Steve Ireland and the WOR team for the '07 running of The Tough One!

Christmas had been a relaxed time with my best friend Guinness visiting often and despite feeling fat and bloated I had a week or so to prepare for the battle of Nantmawr Quarry and all it could chuck up with the help of mad professor of pain Mr Ireland.

My first call was to Angry Gary who helped me get in touch with Touratech head honcho Nick Plumb. Nick promised to hook me up with a light he'd used to finish the '06 Dakar Rallye with when I arrived at the event. The word on

the street was that you need good lights to finish the event. I was sorted!

The legendary KTM 250EXC-F which has now been running for around 120 hours without a glitch received a little TLC from Alan 'Hammerlime' Hambridge and myself up at KTM UK.

My next call was to Leon at Vesty UK for a 52-tooth Stealth tri-metal sprocket as well as some backgrounds and numbers for myself and the Sutt Dawg. Woody at Smith sorted me with some anti-fog lensed goggles and his own trials helmet for my adventure as well as howls of laughter at the thought of my impending pain. Cheers...

Friday was prep day and I felt good about

fitting the new Michelin enduro tyre that was going onto the rear of the little Toomer. I didn't realise I could have fitted a motocross tyre but it was cool – if Suttly was using enduro tyres then so was I!

When I arrived at the quarry it was good to hear Sir Jack Burnicle belting out enthusiasm as the closely-fought clubman race was drawing to a close. I took a wander round and had a look at the logs, climbs, rocks, cars, roots and all round cruelty that Mr Ireland and his hard working team had laid on for us. To be fair I looked at the couple of parts of the track that were closest to the pits and decided I was better off not looking too much.

With my partner in grime not showing



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Multi-time world enduro champ Anders Eriksson finds the going tough

up until about an hour to go before the start I was a little tense about getting the Touratech super light fitted to the puppy. With some spanner wielding and wire fitting she was secured in place and I was glowing with joy. Karma can be a bad thing and the fact that I'd managed to sort myself out with a light but failed to organise one for the Dawg worked against me as my ray of sunlight failed to fire up! I was gutted.

Si Pavey of Dakar fame even wandered over to help out but the main power transfer box on the light unit had failed and it was too late to sort it. I had my standard (slightly broken) headlight pointing to the tree tops and big bad Bern's Energizer LED head torch strapped to my helmet – I would be okay! Ahh, actually, no...

Being last to get our bikes to the start worked out well as it made the run a little shorter. I say run but when Steve dropped the flag for us to start I broke into more of a steady jog at the back of the pack. The KTM was easily accessible and I got off to a reasonable start within the top five. This was okay as I would have a clearish run for a good part of the first lap.

I realised at this point that I should have done a few more warm up exercises at the start line. Arm pump is not great. We seemed to catch a few of the Pro class guys pretty quickly and this made things a

bit more fun. I wasn't really up for too much pushing and shoving and anyone who really wanted to get by could go fill their boots. I just wanted to maintain a steady pace as my mentor Woody had told me to do.

The downhills were awesome and the rocky uphill sections were a real test, in fact the entire lap didn't let any of us off the hook for a second. The design team had worked their magic and the lap kicked the **** out of you at every opportunity. The feelings you have while competing in an event like this are superb. Every emotion is touched on in a relatively short period of time.

The key to success in an event like this is to start off loose and relaxed so you can keep a reasonable standard of riding technique. I lost this on lap one and struggled to regain form – I guess this is all part of Steve's masterplan. He just wants us all to suffer and that's the beauty of the event. I really love this type of test and even when I knew I was riding like a turkey I had the comforting thought that myself and my fellow racers were not in the pub or sat in front of the TV – we were out trying to nail ourselves instead...

The first lap came and went and with most routes conquered without too much assistance I felt okay. Already it was coming a little too dark in the woods so I knew I



Ian Barnett aims his Toomer at a tree

HAT-TRICK!

Knighter cleans up at Nantmawr

Words by Jonty Edmunds

There's little doubt that new Red Bull KTM Off Road Team member David Knight is the world's best extreme enduro rider – and at the '07 running of the WOR-organised The Tough One he shows exactly why he's #1 by claiming his third consecutive event win.

"The race was great," grins Knighter during the rain and hail-lashed podium presentation. "I started well, followed Wayne Braybrook for a while and then moved to the front. Then Wayne got me back, I passed him again and we swapped places for a few laps. I settled down a bit then and got going."

Second to Knight at the Red Bull Last Man Standing event in the States, Gas Gas-mounted Braybrook is the only rider realistically capable of running with the Manxman and he does so for the opening few laps following the Le Mans style start.

"I got a great start and got to my bike and away first which is exactly what I wanted to do. We had a good battle for a while but then I got stuck behind Kari Tiainen. David must have pulled about 30 seconds on me then. Second place behind David is a great result and finishing the event with no real problems is great training for Hell's Gate. It's been really tough, a lot of pushing and shoving. It's been great."

Rounding out the podium is Honda-mounted Paul Edmondson. The only four-stroke rider on the podium, Eddy makes sure of a good result having failed to finish the event in '06. "The race was spot on but pretty tough," explains Edmondson. "The course cut up and got really hard, mainly due to the weather. Not finishing last year made me really determined to finish this year so I'm pleased to have made it onto the podium."

Finishing in fourth but looking for much of the first hour of the race like he might sneak ahead of Edmondson and claim third is KTM's Tom Sagar. Making his debut on the Austrian machine, Sagar puts in a solid performance – just like his old man who tops the morning's Clubman race.

With clear skies and dry weather having graced the first two editions of The Tough One this year's event gets the full brunt of miserable British weather. With showers forecast, on/off rain during the day is replaced by the mother of all hailstorms just 30 minutes into the event which makes things a little tougher than planned.

With the event attracting seven-time world champions Anders Eriksson and Kari Tiainen it's Anders who finishes best in ninth. A little disappointed at having not performed better, the Swede knows that he needed to spend a little less time queuing if he was to get a better result.

"I was happy with the way the race went really, I enjoyed the race. Riding a two-stroke for a race made a nice change and I didn't have too many problems. I wasted way too much time sitting behind riders in the harder sections where the top riders were finding new lines. It was really good fun though but hard work."

Introduced into the day's proceedings this year is the UK's first Speed Trial – a one-hour non-stop race on trials bikes around The Tough One course. Enjoying much better weather than the main event, the midday race sees Gas Gas riders Wayne Braybrook and Steve Colley take the early lead with Colley eventually claiming the win after Braybrook eases off following a big crash.

"The race was fantastic. I've never really done anything like that before but I really, really enjoyed it," says Colley. "I went absolutely flat-out all race and had loads of fun. About a mile after the start I got a bit sideways in one of the fields and hit a rock which broke my rear brake hose."

"I could have been a lot, lot quicker and with my problem I was expecting to get beaten. Wayne had a big crash and ended up in a fence so I was able to catch and pass him. I pulled away then and just pushed hard for the rest of the race."



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had to get my ass into gear and get some laps under my belt before it became impossible to see.

All the way around each lap it is a game of memory and dread of the next gnarly section but the spectators at this event are the best. They get stuck in and help when you are stuck and they are appreciative if you manage to make it to the top of the toughest hills unaided. It is an amazing feeling to hear the cheers and get a pat on the back for making it to a summit. So very awesome. These people make this event special in every way with their genuine knowledge of off-road making for an incredible atmosphere.

The continuous pounding is relentless on your body and soul and it could grind you down if you lose sight of why you're there. I personally like to enjoy every moment and if it means torture then it must still be enjoyed. Well sort of. The dusklight seemed to go in an instant and at this point the sinking feeling took over. I couldn't see a thing. My headlight was pointing at the sky and my head torch was going no further than the handlebars.

On my fifth lap I stopped at the top of the quarry for about 15 minutes to try and breathe life into my light system. No joy. These races are all about a blend of prep and ability but it's fear which gives the greatest adrenaline trip

and in the darkest parts of the course the adrenaline was pumping hard. My daylight fun of riding round with Glenn Kearney was gone and instead of dreading the obstacles down on the quarry floor I was positively excited to get to the floodlit areas so I could see what was coming up next.

To watch Knighter, Wayne and a couple of the top pros coming by was great as the speed they carry through the obstacles is something to behold. Fair play – great riders deserve great praise.

The clock was ticking on the two hours and with just a few minutes left I went through to go out on my last lap. Another hailstorm was hitting hard and most of the spectators were making their way down into the quarry arena for the finish display. With the spectators gone it was down to each rider to make it through each tricky section alone. It was cool to ride up some parts then go back to help other riders but the burn was hitting my legs as, at this stage, riding seemed super-easy compared to pushing, dragging and pulling up hills.

I got to the finish and reflected for a moment while I had the craic with some of the marshals about what we'd all put ourselves through. My respect for everyone involved whether competing, organising or hill-helping is huge. Thank you Steve and all – see you next year!



Knighter makes it three on the trot

Roll of Honour! Wakker's list of thanks

A big thanks to Shaun, Ross, Alan and the rest of the crew at KTM UK, Woody (mentor) at Smith, Michael (Woody Jnr), Leon and DK at Vesty UK, Nick Plumb at Touratech, Michelin, Motorex, H and TJ, Big Bad Bernie F, Cycra, Philip and Phillipe (pillow) at No Fear, RD at JD racing, G and Embo at M-BO raceparts and also Angry Gary.



Fast Eddy joins Wayne and DK on the podium



Results

Pro Class

1	David Knight	(KTM)	14 laps
2	Wayne Braybrook	(Gas Gas)	14 laps
3	Paul Edmondson	(Honda)	13 laps
4	Tom Sagar	(KTM)	13 laps
5	Euan McConnell	(TM)	13 laps
6	Paul Bolton	(Gas Gas)	12 laps
7	Edward Jones	(KTM)	11 laps
8	Roland Morris	(Gas Gas)	11 laps
9	Anders Eriksson	(Husqvarna)	11 laps
10	Ady Smith	(KTM)	11 laps

Speed Trial

1	Steve Colley	(Gas Gas)	8 laps
2	Wayne Braybrook	(Gas Gas)	8 laps
3	Ben Hemingway	(Beta)	8 laps
4	Alex Wigg	(Gas Gas)	8 laps
5	Dan Hemingway	(Beta)	8 laps
6	Michael Phillipson	(Beta)	8 laps
7	Ian Auster Muhle	(Beta)	8 laps
8	Ross Danby	(Gas Gas)	7 laps
9	Jack Challinor	(Beta)	7 laps
10	Craig Robinson	(Gas Gas)	7 laps

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Jamie Webb's looking to make his mark in the adult ranks in '07

STEPPIN' UP!

REIGNING BSMA SENIOR CHAMPION JAMIE WEBB'S MOVING UP TO THE ADULTS FOR '07 BUT BEFORE HE LEAVES THE YOUTH SCENE FOR GOOD WE CATCH UP WITH HIM ONE LAST TIME

Words and photos by still-mx.co.uk

When the new season's Maxxis British championships kick off there'll be a name in the programme that's not featured before. While it may leave some pit pundits scratching their heads wondering 'who hell he?', most youth riders will have heard the name Jamie Webb as he's shown he can do the business at national level by winning BSMA titles in both the 85cc and Senior classes.

But instead of defending his youth crown in '07, the 16-year-old is about to embark on a new season that'll see him racing in the adults with the very best this country has to offer but he feels he's more than up to the challenge. Rage caught up with Jamie at a local bakery to find out a little more about him and his plans for '07.

Rage: You've come a long way since starting with the Severn Valley club...

JW: "Yeah, I've had a really good career so far and even picking up injuries doesn't make me think twice about racing – it's just my life."

Rage: Foxhill – the legendary GP circuit near Swindon – is your favourite track. Why is this?

JW: "Well when I first rode Foxhill I really didn't get on with it but now every time I ride there I always seem to do well and it really flows well."

Rage: 2007 is going to be hectic for you. What do you do to train for such a busy year?

JW: "That's a good question. I train five times a week, I do a lot of cycling with my next door neighbour – he is really good at it so he pushes me along – then I go to the gym and I am just starting boxing training."

Rage: With the season being so busy for you obviously the bike is going to need some looking after. Does your dad sort that out for you or do you get outside help?

JW: "Yeah. My dad works long hours but he tries his best with the general things but the engine is maintained by my mechanic Dave Knight and I would like to say thanks to him for all his hard work."

"I have a few other people that back me and make riding easier for me as without them I'm sure it would be a struggle. They're Ryan Skinner of Select Imports, Matt Gardener for my Alloy kit, Spingo 360 for my stands, Forest of Dean Tyres for my tyres, MX-Shirt Print for all my shirt printing, Utopia for all my goggles and as mentioned above Dave Knight from DK-Racing and let's not forget my brand-new sponsor for '07 – Mr Bun the baker. These people all make my life easier thank you very much."

Rage: You've had some injuries during your time racing including a broken ankle, a broken collarbone and a dislocated shoulder. What keeps you getting back on the bike?

JW: "Well I just love the feeling of putting my leg over a bike and, like I said, motocross is my life – I just want to ride all the time."

Rage: You've won two BSMA titles – that's got to be a good feeling when you've battled all year and walked away with a championship crown?

JW: "Yeah it's an awesome feeling. The first time is always the best when you win something big, that's not saying the second time isn't good because it sure is."



Rage: Where do you see yourself in the future – both this year and, say, in 10 years time?

JW: "Well this season I want to be a top competitor and in 10 years...that's got me thinking. I hope to be a top rider by then, hopefully have won a British championship. But anything can happen in motocross."

Rage: Are there any people who you look to for inspiration when the going gets tough?

JW: "Yeah for sure. My dad has never ridden a bike in his life but he helps me a lot, like when my head isn't right he leads me down the right lines and tells me what I have got to do to be right up there!"

Rage: Do you have plans to go to the USA for training or would you prefer to use other channels available in this country?

JW: "Yeah of course the USA is a good place to ride because you can be on the bike 24/7."

"I have had training days with Dave Thorpe in this country – he's awesome – and I'll probably go with him to help give me that extra edge on my speed."

Rage: If somebody that loved motocross but struggled with results and felt they weren't getting anywhere in the sport asked you for a few words of advice to help them what would you say?

JW: "If anyone came to me and asked me for some help I would never ignore them because I know I've been in their boots when I first started. I think I'd say just never give up, always work hard, always train hard and want to win – that's the main thing."

POCKETROCKET!

HE MIGHT BE TINY NOW BUT IF PAUL COATES KEEPS KEEPING ON HE'LL HAVE A BIG, BIG FUTURE IN MX

Words and photos by Andrew Ferguson

Rage: If you wanna find Paul Coates where's the best place to start looking?

PC: "Bishop Auckland – that's just north of Newcastle."

Rage: How old are you and how long have you been riding?

PC: "I'm 12 years old and I've been riding for seven years."

Rage: Is there much in the way of riding around Bishop Auckland?

PC: "Nope, Finningley is our closest track and it's about two hours away. There's also Armthorpe not too far from here too but that's as far as we get during the week and on weekends we go do the nationals at tracks all over Britain."

Rage: How did you get into motocross?

PC: "My dad always liked motocross but he never got the chance to do it. So he got me a bike when I was five and I rode round in a field until I did my first race which I ended up getting third place in."

Rage: Did you find it came naturally or did you have to work for it?

PC: "It came naturally but I still have to put a lot of effort and training into it."

Rage: Do you do much training?

PC: "I ride my pushbike about three times a day when I'm off school, go swimming and running when I can but obviously I can't do any weights yet."

Rage: How do you prepare mentally before a race?

PC: "I like to sit and keep my mind active by thinking positive. If you think you can win, you can win. If you don't think you can win then you've got no chance."

Rage: What type of track suits you most – hardpack or sand?

PC: "Sand tracks – the deeper the better."

Rage: How is your preparation for the '07 season going?

PC: "It's going well and I'm looking forward to it. I'll be getting kit, helmet and boots from Fox for the '07 season so that's pretty good. I just want to get out there because there is not much racing going on in the winter!"

Rage: How would you say your career has gone so far – have you managed to keep clear of injuries?

PC: "Well I've never broken a bone but when I raced at Donington Park I fell off at the start and dislocated my shoulder. That's about it really!"

Rage: And what's your most memorable racing memory?

PC: "I was racing over in America. I didn't win a race but it was raining and the Americans just couldn't ride in the mud – I kept it consistent and won the overall."

Rage: We hear you're going over to America again soon...

PC: "Yeah, I think we're going over to Florida in February for a few weeks. I think my dad's looking to buy a house out there so hopefully we'll be going more often."

Rage: Do you know any riders out there?

PC: "Steven Clarke! He's an English rider who's out there now and when I go out there he helps me out."

Rage: Describe your riding style.

PC: "I like to stay as smooth as I can. Not too snappy on the throttle, just trying to flow as much as possible!"

Rage: We see you have a new CRF150 Honda. How's that working out for you?

PC: "Well I haven't ridden it yet and it looks like a big bike compared to my KTM so I'll just have to wait and see how I get on with it."

Rage: How do you like your bike to be set up?

PC: "I like a nice spread of even power – not just top or bottom end. I also have lighter springs because of my size – I only weigh four-and-a-half stone."

Rage: What are your future plans and career goals?

PC: "I want to move to America when I'm 18 and one day ride in the AMA motocross and supercross series."

Rage: Anyone you'd like to thank?

PC: "My mum and dad, Pro Action suspension, Auckland Race Trux, Skate N' Ride, Langley Insurance and Factory Connection suspension – when I'm in America."

Paul Coates is a little lad with a big talent





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GET THE UNFAIR
ADVANTAGE!



OVALTEENS!

If you've ever seen the movie On Any Sunday you'll know exactly what dirt track racing is all about and if you've ever fancied a shot at oval racing now's your chance to give it a go as British bike manufacturer CCM are running a single-make championship for 12 to 16-year-olds on CCM CXR230FTs.

The championship will consist of eight rounds at tracks throughout the UK and all of the events will take place at weekends including some floodlit races. It will be an affordable entry level series for anyone who wants to taste the thrill of close racing on dirt track ovals – just like the US equivalent where road racing stars such as Kenny Roberts and Nicky Hayden (pictured) learned their craft.

All competitors will have to pay £2500 to join the eight-round championship but will own their specially modified CXR230FT from day one and will be supplied with a comprehensive support package of tyres, lubricants, clothing and other items.

We'll be taking a closer look at this exciting new championship next month but if you require further details now contact CCM on 01204 544930 or check out www.ccm-motorcycles.net.



Latest winner
Martin Townsend

www.ridemx.co.uk

HAPPY SNAPPERS!

WIN A ROB HERRING TRAINING DAY
WITH RIDE MX IN OUR FANTABULOUS
MONTHLY COMPETITION

Entries for our Ride MX-backed Happy Snappers contest are flooding in on a daily basis as it seems plenty of you fancy grabbing hold of a Rob Herring training day voucher. The big winner this month is Martin Townsend who's 17 years old and lives in Norfolk. This shot of Martin laying it down in a left-hander was taken by his sister Helen and has won him a Rob Herring training day voucher with Ride MX!

To win a training day voucher of your own and to get your picture printed in Rage send us your favourite riding shot – maybe of you busting a berm, pulling a sick whip or simply gooning it up. If your picture is deemed to be the best by our expert panel of judges you'll not only win a Ride MX training voucher that's worth £75 but you'll also get your picture published in next month's Rage.

Because copyright fraud is such a serious issue we definitely don't want to see any watermarked shots you've stolen from a website – if you send us any of these we'll hunt you down and poke you in the pancreas.

When you've chosen your favourite shot and you have the photographer's full permission to send it to us we want you to either fill in the coupon below and send the photo and form to us at Happy Snappers, DBR Magazine, 12 Victoria Street, Morecambe, Lancashire, LA4 4AG or enter online at www.dirtbikerider.com



TENERIPPERS!

Bookings are now being taken from youth riders who'd like to compete in individual rounds of the Canarian motocross championships at Circuito San Miguel on the island of Tenerife with Motocross 365.

The British-owned company are able to offer riders the use of YZ85s, a CRF150, YZ125s or

YZF250s for the events which run on April 15, May 27, June 17, July 8 and October 28. Riders who finish in podium positions will qualify for a place in the international which runs at the same track on December 9/10.

For more information check out www.motocross365.com

JORDAN PALMERI



AGE: 6
BIKE: KTM
YEARS RACING: 1
KIT: BERIK AND ALPINESTARS
NUMBER OF TROPHIES: 4
TITLES: 1
BROKEN BONES: 1
TRUCK/VAN: PEUGOT BOXER

BILLY KING



AGE: 7
BIKE: KTM 85cc
YEARS RACING: 2
KIT: ALPINESTARS
NUMBER OF TROPHIES: 15
TITLES: 0
BROKEN BONES: 0
TRUCK/VAN: NISSAN 4X4

Happy Snappers

Name.....

Age.....

Postal address.....

Daytime telephone number.....

Email.....

Photographer's name.....

Photographer's tel number.....

Dirt Bike Rider and Johnston Press Group are constantly running great offers. If you are not interested in receiving details of them by email, post, phone sms or fax please tick here []. If you are not interested in receiving details on offers run by our business partners please tick here []. For your information for quality and training purposes, we may monitor communications.

DOWN'S AND UP'S!

THE MONTH STARTS BADLY FOR BILLY WHO MISSES HIS BOAT AND BREAKS HIS COLLARBONE BUT IT ENDS ON A HIGH THANKS TO A SMALL SCOTTISH KITE AND SULKY COUSIN BRY...



WELL THIS month started off rubbish! I was all set and raring to go, we had two weeks riding planned in Belgium with a good crew and things couldn't look better! But instead of all that I miss my boat, drive to the north of Scotland, break my collarbone, end up flying to Belgium and jumping onto the operating table heed first with my veins bulging ready for general anaesthetic! 'Shoot me up doc, get me fixed, pronto!'

It's like the butterfly effect... What if I'd left 10 minutes earlier and made that frickin' boat? You know what? I woulda made it without leaving early if the Forth Road Bridge HADN'T been closed to high-sided vehicles and, therefore, I HADN'T been escorted off the bridge by the police for getting mouthy with the pay booth personnel! Man they actually closed the whole bridge to EVERYONE because I was trying to get across! If it wasn't for Johnny Good Shoes I woulda gate-crashed the bridge and accepted the three points on my licence just to make this boat.

So we headed home and made a plan to go riding north of Inverness! Sounded like a good idea at the time until we started crossing the Highlands in a blizzard! I spat my dummy and told Johnny to turn the frickin' camper round but the stubborn little midget refused.

We arrived in the morning an tae oor surprise there wiz nae snae anywhere – the track wiz braw and so a started burning some calories oan ma scrambler! I actually started thinking 'this is no sae bad like ye ken?' Nice sand track, fresh air, next tae the beach. Minted! I did ma motos then we headed aff tae the beach in search of some dunes! We spent the hale afternoon sliding an drifting the bikes doon the beach, chasing seals and trying tae avoid auld bombs that the army had been letting aff! A came across this massive blue yin...I dunno what it is like but I was just compelled to start playing wi it! I mind the auld stories ma dad used tae tell us when he wiz a laddie, finding bombs doon the beach, taking them hame and painting them up! However I fought off my demons and left it, probably the brightest thing I done the whole trip!

Then the next day I broke my collarbone...

Stupid crash too. I came out a corner off balance a little, I let off the gas to correct it but the sand pulled me into the bank and it snatched the handlebars out my hands, ejecting me off the side of the bike straight onto my shoulder. I reached up and felt the end of the bone – not quite sticking out but almost! After that it was van packed and straight to Belgium via aeroplane!

Bry, Rich and spannerman BC were already over there so I decided to stay out after the operation for the banter! So Johnny caught the boat and brought the camper with him – then we set off on the most pointless trip around Belgium ever! Someone had said to me, 'yeah go to Belgium and do some sand riding, it's better for building up the bike training'... No, in fact the person who said that (who shall remain nameless) needs shooting! If riding in 100mph winds (no exaggeration) and the pishing rain helps you build up speed and endurance then hell, yeah, everyone go to Belgium! I was so glad I wasn't riding and I don't think Bry or Rich got their bikes out the van the whole week!

Morale was at an all-time low until someone said that the wind could probably blow Johnny over with

him being the lightest! And that's all it took to relight the banter lantern and the ideas came flooding in! We ripped the sheet off the bed and taped it to his wrists and ankles and took him outside to the highest mound we could find. On the count of three he jumped into the air and we all watched in amazement as Johnny flew! Not far and not high but he flew! He kinda reminded me of one of those flying squirrel jobs! If we had a rope we coulda used him as a kite! I was crying laughing!

We made the boat home this time and we had starved ourselves all day cause we knew it was an all-you-can-eat buffet for £20. So that was the first port of call! Afterwards our pockets were feeling a little heavy with unwanted Euros so we decided to lighten them up at the casino! And lighten them I did as I was robbed and won now! After that we got talking to some pished up old seaman who showed us an impressive card trick and talked about how this little weasel guy who was with him was the hardest man on the boat – aye, whitevur! Then we played cards in the quiet room. After an hour or so I found that I was sitting next to the dimmer switch for the lights and started messing about with it – then listened in amusement while Johnny tried to explain how the weather and the rocking of the boat was making the power surge or something. Yeah Johnny, something like that!

So this all pretty much happened in a space of a week. I started back training after I had three days of sulking at home in front of the computer, checking out all the pictures of the competition getting some real bike time in down in Spain! So in the space of 20 minutes I'd called my road racer friend Keith, packed my bags and drove up to spend a week training with him. We started cycling and running huge distances – the thing about Keith is he's the same as me, we both love competition so every time we trained no-one slacked!

I headed home eventually cause I needed to start packing for Mantova. Everyone was down staying with Bryan so we all went for a Mexican one night (myself, Lawson, Bryan, Ricky and Johnny). It was quite a fun night for everyone apart from Bry who had some trouble finding the place and parking his van! The more circles he done the more frustrated he got and the more we called him to find out where the hell he was – it tipped him over the edge! He went absolutely aff his napper, shouting and swearing at us boys down the phone cause we weren't helping him – then he wouldn't answer the phone to anyone so we left him tae it! I decided to order him food in case he did turn up – good job I did...in he came about an hour later when we had nearly finished!

"There's yer starter Bry," I said to him. "Am no eatin'," he replied. He was at the top of stress mountain and I think he broke his hand punching the steering wheel! So he sat there in a wee cream puff the whole night and wouldn't eat anything, like kid wi a bowl of Brussels sprouts in front of him! I had to fit his bill for him – it's a good job I'm here because I dae ken whit he would dae wae oot me! Eh Bry?

This has been my best column yet I think – hope you enjoy! Boring stuff to come next month unless I kick arse at the internationals!

BDM 11



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FOOTWEAR

BUBBA'S NEVER HAD A PROBLEM MAKING HIS POINT CLEAR ON THE TRACK.
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